
BANKING, RAILWAY, AND SHIPPING
STATISTICS, IRELAND.

[JUNE, 1911.]

Presented to Parliament by Command of His Majesty.



LONDON:

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PRINTED BY

A. THOM & CO. (LTD.), 87, 88 AND 89 ABBEY STREET, DUBLIN.

1911.

[Cd. 5934.]

Price 5½d.

To

His Excellency JOHN CAMPBELL, EARL OF ABERDEEN, Lord
Lieutenant-General and General Governor of Ireland.

MAY IT PLEASE YOUR EXCELLENCY,

I am directed by the Vice-President to submit to Your
Excellency the following Report on the Banking, Railway, and
Shipping Statistics of Ireland for the half-year ended the 30th
June, 1911.

I have the honour to remain,

Your Excellency's faithful Servant,

P. GILL,

Secretary.

DEPARTMENT OF AGRICULTURE,

AND TECHNICAL INSTRUCTION FOR IRELAND,

UPPER MERRION STREET,

DUBLIN, 18th October, 1911.

CONTENTS.

	PAGE
GENERAL OBSERVATIONS, ...	5
BANKS :	
I. Deposits and Cash Balances in Joint Stock Banks, ...	6
II. Savings Banks (a) Post Office, ...	9
(b) Trustees, ...	11
III. Government Funds, India Stocks and Guaranteed Land Stocks, ...	16
IV. Bank Note Circulation and Coin Held, ...	19
RAILWAYS, ...	22
SHIPPING, ...	62

TABLES.

BANKS :—

PAGE

I.	Deposits and Cash Balances in Joint Stock Banks on 30th June, 1891-1911,	7
I. (A)	Deposits and Cash Balances in Joint Stock Banks on 30th June and 31st December, in the years 1901-1910, and on 30th June, 1911	8
II.	Estimated Balances in Post Office Savings Banks in Ireland on 30th June, 1891-1911,	9
II. (A)	Estimated Balances in Post Office Savings Banks in Ireland on 30th June and 31st December, in the years 1901-1910, and on 30th June, 1911, ..	10
III.	Balances due to Trustees Savings Banks in Ireland by the Commissioners for the Reduction of the National Debt, on 30th June, 1891-1911, ..	11
III. (A)	Balances due to Trustees Savings Banks in Ireland, on 30th June and 31st December, in the years 1901-1910, and on 30th June, 1911, ..	12
IV.	Totals of the Balances in Post Office and Trustees Savings Banks on 30th June, 1891-1911, ..	13
IV. (A)	Totals of the Balances in Post Office and Trustees Savings Banks on 30th June and 31st December, in the years 1901-1910, and on 30th June, 1911, ..	14
IV. (B)	Showing the Estimated Balances of Deposits in the Post Office and Trustees Savings Banks respectively in Ireland on the 30th of June in the years 1833, 1844, 1860, 1870, 1880, 1885, 1890, 1895, 1900, and in each year from 1905 to 1911; and also Total Deposits for both classes of Banks, ..	15
IV. (C)	Showing the Number of Accounts remaining open in Post Office and Trustees Savings Banks in Ireland on 31st December of each year of the Period 1891-1910, ..	15
V.	Totals of Government Funds, India Stocks, and Guaranteed Land Stocks, in Ireland on 30th June, 1891-1911, ..	17
V. (A)	Totals of Government Funds, India Stocks, and Guaranteed Land Stocks, in Ireland on 30th June and 31st December, in the years 1901-1910, and on 30th June, 1911, ..	18
VI.	Average Bank Note Circulation of, and the amount of Coin held by, the Six Banks of Issue in Ireland in June, 1901-1911, ..	19
VI. (A)	Average Bank Note Circulation of, and the amount of Coin held by, the Six Banks of Issue in Ireland in June and December, in the years 1901-1910, and in June, 1911, ..	20

RAILWAYS :—

VII.	Weekly Railway Receipts in Ireland for the first twenty-six weeks of the years 1910 and 1911, respectively, ..	24
VIII.	Amount of Ordinary, Preferential, and Guaranteed, and Loans and Debenture Stock of Irish Railways classed according to Rate of Dividend for each year from 1906 to 1910, ..	25
VIII. (A)	Average Rate of Dividend or Interest on each Description of Capital of the Irish Railways in each year from 1906 to 1910, ..	26
IX.	Amount of Capital, &c., of Irish Railways on 31st December, 1910, ..	28
X.	Length of Lines, Traffic, Gross Receipts, &c., of Irish Railways in 1910, ..	36
XI.	Working Expenditure, Net Receipts, and Rolling Stock of Irish Railways in 1910, ..	48
XII.	Receipts from Season and Periodical Tickets of Irish Railways in 1910, ..	50
XIII.	Length of Light Railways in Ireland and the names of the Companies by which such Railways are worked or are to be worked, ..	61

SHIPPING :—

XIV.	Tonnage of vessels entered and cleared in the Ports of Ireland during the years 1900-1910, ..	63
XV.	Number and Tonnage of Vessels entered and cleared in each of the Ports of Ireland during 1910, ..	64
Diagram A,	showing Deposits and Cash Balances in Joint Stock Banks and Amounts of Deposits in Post Office and Trustees Savings Banks in Ireland in June of each year of the period 1892-1911, to face ..	12
Diagram B,	showing the Weekly Railway Receipts in Ireland, for each of the first 26 weeks of 1910 and 1911, to face ..	22

BANKING, RAILWAY, AND SHIPPING STATISTICS, IRELAND.

(JUNE, 1911.)

REPORT

TO THE

SECRETARY OF THE DEPARTMENT OF AGRICULTURE
AND TECHNICAL INSTRUCTION FOR IRELAND.

SIR.

I have the honour to submit the following Half-yearly Report, January-June, 1911; on the Banking, Railway, and Shipping Statistics of Ireland.

As regards Banks and Banking in Ireland the Report states (I.) the deposits and cash balances in Joint Stock Banks; (II.) the deposits in Post Office and Trustees Savings Banks in Ireland; (III.) the amount of the Government Funds, India Stocks, and Guaranteed Land Stock, on which Dividends are payable at the Bank of Ireland, and (IV.) the Note Circulation of, and the amount of Coin held by, the Irish Banks of Issue.

As regards Railways in Ireland the Report states (1) the weekly traffic receipts; (2) the amount of Ordinary, Preferential and Guaranteed, and Loans and Debenture Stock, classed according to rate of dividend; (3) the average Rate of Dividend or Interest on each Description of Capital; (4) the amount of Capital, &c., as shown for each Railway in Ireland; (5) the length of Lines, Traffic, Gross Receipts, &c.; (6) the Working Expenditure, Net Receipts, and Rolling Stock; (7) the Receipts from Season and Periodical Tickets; and (8) the length of Light Railways and the names of the Companies by which such Railways are worked or are to be worked.

As regards Shipping the Report states the total Tonnage of Vessels entered and cleared at the Ports of Ireland in each of the years 1900-1910, and the Number and Tonnage of Vessels entered and cleared at each of the Ports in Ireland in 1910.

Two Statistical Diagrams are placed in the Report to illustrate respectively the growth of Irish Banking and of Post Office and Trustees Savings Banks (page 12) and the Weekly Receipts of Irish Railways in each of the first 26 weeks of the years 1910 and 1911 (page 22).

BANKS.

I. Deposits and Cash Balances in Joint Stock Banks.

The deposits and cash balances in Joint Stock Banks amounted on the 30th June last to £56,011,000,* being the highest amount for June of which there is record, and £3,506,000 in excess of that for June, 1910. Comparing the deposits and cash balances since June, 1891—with the exception of a decrease in June, 1897—there has been a gradual increase from £33,700,000 in June, 1891, to £56,011,000 in June, 1911.

These figures are of considerable interest as indicating the growth of the operations and influence of Banking in Ireland. They do not, however, in themselves gauge the growth of "net savings." Such a growth and its extent could only be determined by a complete account of savings on the one hand, and of indebtedness on the other. Complete data for the latter account are not available, but it is estimated that the amount due to the Joint Stock Banks on the 30th June, 1911, on account of Bills Discounted, Advances to Customers, and Loans on Security was about £43,000,000.

* This amount is exclusive of £3,139,000 Government and other Public Accounts in the Bank of Ireland.

Table I.—Showing the amount of Deposits and Cash Balances in Joint Stock Banks, on 30th June, 1891–1911, compiled from Returns furnished by the several Joint Stock Banks in Ireland.†

DATE	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1891, 30th June,	33,700,000	639,000	—
1892, "	34,565,000	865,000	—
1893, "	34,637,000	73,000	—
1894, "	35,430,000	793,000	—
1895, "	37,491,000	2,061,000	—
1896, "	38,758,000	1,267,000	—
1897, "	38,564,000	—	194,000
1898, "	38,973,000	409,000	—
1899, "	39,840,000	867,000	—
1900, "	40,387,000	547,000	—
1901, "	41,568,000	1,181,000	—
1902, "	41,945,000	377,000	—
1903, "	43,255,000	1,310,000	—
1904, "	44,581,000	1,326,000	—
1905, "	44,999,000	418,000	—
1906, "	45,842,000	843,000	—
1907, "	48,067,000	2,225,000	—
1908, "	50,596,000	2,529,000	—
1909, "	51,877,000	1,281,000	—
1910, "	52,503,000	628,000	—
1911, "	56,011,000	3,506,000	—

† The names and the dates of foundation of the Banks, the combined statistics of which are included in Tables I. and I. (A), are as follows. Those marked with an asterisk (*) are Banks of issue.

Name.	Estab-lished.	Name.	Estab-lished.
*Bank of Ireland,	1783.	*National Bank,	1835.
*Northern Banking Company	1824.	*Ulster Bank,	1836.
Hibernian Bank,	1825.	Royal Bank of Ireland,	1836.
*Provincial Bank of Ireland,	1825.	Munster & Leinster Bank,	1835.
*Belfast Banking Company,	1827.		

In Table I. (A), the amounts of Deposits and Cash Balances are compared by half-years. It shows that there was an increase in June last of £1,075,000 over the amount recorded for the preceding December.

Table I. (A)—Showing the amount of Deposits and Cash Balances in Joint Stock Banks at the undermentioned dates, compiled from Returns furnished by the several Joint Stock Banks in Ireland.

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1901, 30th June, .	41,568,000	—	1,712,000
„ 31st December,	42,923,000	1,355,000	—
1902, 30th June, .	41,945,000	—	978,000
„ 31st December,	44,450,000	2,505,000	—
1903, 30th June, .	43,255,000	—	1,195,000
„ 31st December,	45,399,000	2,144,000	—
1904, 30th June, .	44,581,000	—	818,000
„ 31st December,	46,115,000	1,534,000	—
1905, 30th June, .	44,999,000	—	1,116,000
„ 31st December,	45,432,000	433,000	—
1906, 30th June, .	45,842,000	410,000	—
„ 31st December,	47,909,000	2,067,000	—
1907, 30th June, .	48,067,000	158,000	—
„ 31st December,	50,379,000	2,312,000	—
1908, 30th June, .	50,596,000	217,000	—
„ 31st December,	52,068,000	1,472,000	—
1909, 30th June, .	51,877,000	—	191,000
„ 31st December,	53,026,000	1,149,000	—
1910, 30th June, .	52,505,000	—	521,000
„ 31st December,	54,936,000	2,431,000	—
1911, 30th June, .	56,011,000	1,075,000	—

II. Savings Banks.

The balances of deposits in Savings Banks consist of two groups—those in the Post Office Savings Banks, which are

* For a note on the History of Savings Banks, see the half-yearly "Report on Banking, Railway, and Shipping Statistics, Ireland," for June, 1900, (Cd. 335—1900) issued by the Department.

set out in Table II., and those in Trustees Savings Banks, shown in Table III.

(a) *Post Office.*

It will be seen from Table II. that at the end of June of this year, the estimated amount in the Post Office Savings Banks in Ireland stood at £12,253,000, as compared with £11,660,000 for the corresponding period of 1910, showing an increase of £593,000.

Table II.—Showing the Estimated Balances in Post Office Savings Banks in Ireland on the 30th June, 1891–1911, compiled from Returns furnished by the Controller, Post Office Savings Banks Department.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1891, 30th June,	3,878,000	293,000	—
1892, "	4,069,000	191,000	—
1893, "	4,155,000	86,000	—
1894, "	4,687,000	532,000	—
1895, "	5,337,000	650,000	—
1896, "	5,919,000	582,000	—
1897, "	6,443,000	524,000	—
1898, "	6,957,000	514,000	—
1899, "	7,545,000	588,000	—
1900, "	7,791,000	246,000	—
1901, "	8,289,000	498,000	—
1902, "	8,709,000	420,000	—
1903, "	9,363,000	654,000	—
1904, "	9,685,000	322,000	—
1905, "	10,037,000	352,000	—
1906, "	10,459,000	422,000	—
1907, "	10,637,000	178,000	—
1908, "	10,627,000	—	10,000
1909, "	11,187,000	560,000	—
1910, "	11,660,000	473,000	—
1911, "	12,253,000	593,000	—

Table II. (A) shows by half-years, for the past ten years, the accumulation of deposits in the Post Office Savings Banks. From this Table it appears that there has been a steady increase in each half-year up to and including that ending June, 1907, when the balance showed an increase of £49,000 as compared with the amount in December, 1906. In the half-year ended December, 1907, the balance to the credit of depositors showed a decrease of £59,000 as compared with the amount in June, 1907, but since then there has been an increase in each half-year; in June, 1911, an increase of £322,000 as compared with the amount in December, 1910.

Table II. (A)—Showing the Estimated Balances, at the under-mentioned dates, in Post Office Savings Banks in Ireland; compiled from Returns furnished by the Controller, Post Office Savings Banks Department.

DATE	Amount.	Increase.	Decrease.
	£	£	£
1901, 30th June, . . .	8,289,000	230,000	-
„ 31st December, . .	8,438,000	149,000	-
1902, 30th June, . . .	8,709,000	271,000	-
„ 31st December, . .	9,043,000	334,000	-
1903, 30th June, . . .	9,363,000	320,000	-
„ 31st December, . .	9,549,000	186,000	-
1904, 30th June, . . .	9,685,000	136,000	-
„ 31st December, . .	9,847,000	162,000	-
1905, 30th June, . . .	10,037,000	190,000	-
„ 31st December, . .	10,230,000	193,000	-
1906, 30th June, . . .	10,459,000	229,000	-
„ 31st December, . .	10,588,000	129,000	-
1907, 30th June, . . .	10,637,000	49,000	-
„ 31st December, . .	10,578,000	-	59,000
1908, 30th June, . . .	10,637,000	49,000	-
„ 31st December, . .	10,837,000	210,000	-
1909, 30th June, . . .	11,187,000	350,000	-
„ 31st December, . .	11,419,000	232,000	-
1910, 30th June, . . .	11,660,000	241,000	-
„ 31st December, . .	11,931,000	271,000	-
1911, 30th June, . . .	12,253,000	322,000	-

(b) Trustees.

Table III. shows the amount of deposits at the middle of each year from 1891 to 1911, in Trustees Savings Banks. There is an increase of £56,000 in the balances for June, 1911, as compared with those for June, 1910.

Table III.—Showing the Balances due to Trustees of Savings Banks in Ireland by the Commissioners for the Reduction of the National Debt, on 30th June, 1891–1911; compiled from Returns furnished by the Comptroller-General, National Debt Office, London.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1891, 30th June,	1,972,000	—	63,000
1892, "	1,958,000	—	14,000
1893, "	1,856,000	—	102,000
1894, "	1,940,000	84,000	—
1895, "	2,034,000	94,000	—
1896, "	2,128,000	94,000	—
1897, "	2,211,000	83,000	—
1898, "	2,248,000	38,000	—
1899, "	2,307,000	58,000	—
1900, "	2,295,000	—	12,000
1901, "	2,340,000	45,000	—
1902, "	2,392,000	52,000	—
1903, "	2,467,000	75,000	—
1904, "	2,467,000	—	—
1905, "	2,459,000	—	8,000
1906, "	2,490,000	31,000	—
1907, "	2,496,000	6,000	—
1908, "	2,446,000	—	50,000
1909, "	2,466,000	20,000	—
1910, "	2,501,000	35,000	—
1911, "	2,557,000	56,000	—

Table III. (A) gives information by half-years from 1901 to 1911 for the Trustees Savings Banks. There is an increase of £42,000 in the balance for 30th June, 1911, as compared with that for 31st December, 1910.

Table III. (A)—Showing the Balances due to Trustees of Savings Banks in Ireland by the Commissioners for the Reduction of the National Debt, at the undermentioned dates; compiled from Returns furnished by the Comptroller-General, National Debt Office, London.

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1901, 30th June, .	2,340,000	31,000	—
„ 31st December, .	2,359,000	19,000	—
1902, 30th June, .	2,392,000	33,000	—
„ 31st December, .	2,427,000	35,000	—
1903, 30th June, .	2,467,000	40,000	—
„ 31st December, .	2,457,000	—	10,000
1904, 30th June, .	2,467,000	10,000	—
„ 31st December, .	2,455,000	—	12,000
1905, 30th June, .	2,459,000	4,000	—
„ 31st December, .	2,462,000	3,000	—
1906, 30th June, .	2,490,000	28,000	—
„ 31st December, .	2,488,000	—	2,000
1907, 30th June, .	2,496,000	8,000	—
„ 31st December, .	2,448,000	—	48,000
1908, 30th June, .	2,446,000	—	2,000
„ 31st December, .	2,437,000	—	9,000
1909, 30th June, .	2,466,000	29,000	—
„ 31st December, .	2,475,000	9,000	—
1910, 30th June, .	2,501,000	26,000	—
„ 31st December, .	2,515,000	14,000	—
1911, 30th June, .	2,557,000	42,000	—

Tables IV. and IV. (A) show the progress of the total accumulation of small savings in Post Office and Trustees Banks in Ireland. From Table IV. it will be seen that the total amount in the Post Office and Trustees Savings Banks in Ireland in June, 1911, was £14,810,000, as compared with £14,161,000 for the corresponding period of the year 1910, an increase of £649,000.

It will also be observed from Table IV. that there has been an increase in each year from 1891 to 1911, except in 1893 and 1908, and that the balance in Savings Banks on the 30th June, 1911, was more than two and half times the amount to the credit of depositors in June of the year 1891, the first year for which statistics are given in the Table.

Table IV.—Showing the Totals of the Balances in Post Office and Trustees Savings Banks, given separately in Tables II. and III.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1891, 30th June,	5,850,000	230,000	-
1892, "	6,027,000	177,000	-
1893, "	6,011,000	-	16,000
1894, "	6,627,000	616,000	-
1895, "	7,371,000	744,000	-
1896, "	8,047,000	676,000	-
1897, "	8,654,000	607,000	-
1898, "	9,206,000	552,000	-
1899, "	9,852,000	646,000	-
1900, "	10,086,000	234,000	-
1901, "	10,629,000	543,000	-
1902, "	11,101,000	472,000	-
1903, "	11,830,000	729,000	-
1904, "	12,152,000	322,000	-
1905, "	12,496,000	344,000	-
1906, "	12,949,000	453,000	-
1907, "	13,133,000	184,000	-
1908, "	13,073,000	-	60,000
1909, "	13,653,000	580,000	-
1910, "	14,161,000	508,000	-
1911, "	14,810,000	649,000	-

Table IV. (A), in which the amount of small savings is set forth by half-years for the past ten and a half years, shows that during that period, the half-yearly balances in Savings Banks in Ireland continuously increased, except for the period ending December, 1907, when there was a decrease of £107,000. The increase in the six months ended 30th June last is £160,000 over the average increase for the twenty other half-yearly periods covered by the Table. As between the Post Office Savings Banks and the Trustees Savings Banks the net increase of £364,000 in the balances for the June half-year, 1911, is made up of an increase of £322,000 in the case of the former, and an increase of £42,000 in the case of the latter.

Table IV. (A)—Showing the Totals of the Balances in Post Office and Trustees Savings Banks, given separately in Tables II. (A) and III. (A).

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1901, 30th June, .	10,629,000	261,000	—
„ 31st December,	10,797,000	168,000	—
1902, 30th June, .	11,101,000	304,000	—
„ 31st December,	11,470,000	369,000	—
1903, 30th June, .	11,830,000	360,000	—
„ 31st December,	12,004,000	174,000	—
1904, 30th June, .	12,152,000	148,000	—
„ 31st December,	12,302,000	150,000	—
1905, 30th June, .	12,496,000	194,000	—
„ 31st December,	12,692,000	196,000	—
1906, 30th June, .	12,949,000	257,000	—
„ 31st December,	13,076,000	127,000	—
1907, 30th June, .	13,133,000	57,000	—
„ 31st December,	13,026,000	—	107,000
1908, 30th June, .	13,073,000	47,000	—
„ 31st December,	13,274,000	201,000	—
1909, 30th June, .	13,653,000	379,000	—
„ 31st December,	13,894,000	241,000	—
1910, 30th June, .	14,161,000	267,000	—
„ 31st December,	14,446,000	285,000	—
1911, 30th June, .	14,810,000	364,000	—

The two tables which follow present some features of interest in connection with the subject of small savings. Table IV. (B) shows the balances in the Post Office and Trustees Banks in certain years since 1833. Table IV. (C) shows the number of accounts open in each class of Savings Banks on the 31st of December in each year of the period 1891–1910. The growth of the number of depositors in the case of the Post Office Savings Bank is remarkable, having about trebled in the twenty years, 1891 to 1910.

Table IV. (b)—Showing the Estimated Balances of Deposits, on 30th of June of the undermentioned years, in the Post Office and Trustees Savings Banks respectively in Ireland; and also the total deposits for both.

Year.	Post Office Savings Bank.	Trustees Savings Banks.	Total Deposits in Savings Banks in Ireland.
	£	£	£
1833,	—	1,380,718	1,380,718
1844,	—	2,749,107	2,749,107
1860,	—	2,143,082	2,143,082
1870,	633,000	2,062,758	2,695,758
1880,	1,481,000	2,063,000	3,544,000
1885,	2,325,000	2,022,000	4,347,000
1890,	3,585,000	2,038,000	5,623,000
1895,	5,337,000	2,034,000	7,371,000
1900,	7,791,000	2,295,000	10,086,000
1905,	10,037,000	2,459,000	12,496,000
1906,	10,459,000	2,490,000	12,949,000
1907,	10,637,000	2,496,000	13,133,000
1908,	10,627,000	2,446,000	13,073,000
1909,	11,187,000	2,466,000	13,653,000
1910,	11,660,000	2,501,000	14,161,000
1911,	12,253,000	2,557,000	14,810,000

Table IV. (c)—Showing the Number of Accounts remaining open in Post Office and Trustees Savings Banks in Ireland, at the end of each year of the period, 1891–1910. (a.)

Year.	Post Office Savings Bank.	Trustees Savings Banks.	Total for Ireland.
	No.	No.	No.
1891,	212,076	49,276	261,352
1892,	225,823	49,005	274,828
1893,	235,944	46,505	282,449
1894,	259,870	47,510	307,380
1895,	280,499	48,123	328,622
1896,	301,976	48,911	350,887
1897,	322,486	49,518	372,004
1898,	342,070	49,725	391,795
1899,	362,716	50,324	413,040
1900,	381,865	50,318	432,183
1901,	399,839	51,191	451,030
1902,	423,902	52,296	476,198
1903,	446,880	53,346	500,226
1904,	465,095	53,481	518,576
1905,	484,310	53,670	537,980
1906,	506,426	54,632	561,058
1907,	525,441	54,782	580,223
1908,	546,560	54,163	600,723
1909,	576,498	55,318	631,816
1910,	606,397	56,192	662,589

(a.) Statistical Abstract for the United Kingdom.

III. Government Funds, India Stocks, 2½ per cent. Guaranteed Stock (Land Purchase Act, 1891), 2½ per cent. Guaranteed Stock (Land Purchase Act, 1903), and 3 per cent. Guaranteed Stock (Land Purchase Act, 1909).

It will be seen from Table V. that on the 30th June last the total amount of the Government Funds, India Stocks, 2½ per cent. Guaranteed Land Stock (1891), 2½ per cent. Guaranteed Land Stock (1903), and 3 per cent. Guaranteed Land Stock (1909) on which dividends are payable at the Bank of Ireland, was £41,363,000* or £2,631,000 (Guaranteed Land Stock (1891) decreased by £354,000) over the amount for the close of June, 1910. It is to be noted that the amount of 2½ per cent. Guaranteed Land Stock (1891) for 30th June last was £11,622,000† against £11,976,000 for the corresponding day of the preceding year, and £12,208,000 for the last day of June, 1909.

* This figure includes Stocks held by Government Departments.

† This is a net total including Mature and Immature Stock, but excluding the amount (£1,984,000) cancelled.

Table V.—Showing the Amount of the Government Funds, India Stocks, $2\frac{1}{2}$ per cent. Guaranteed Land Stock (1891), $2\frac{1}{4}$ per cent. Guaranteed Land Stock (1903), and 3 per cent. Guaranteed Land Stock (1909), held in Ireland at the undermentioned dates; compiled from Returns furnished by the Governor of the Bank of Ireland.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1891, 30th June, . . .	26,609,000	—	908,000
1892, " . . .	26,042,000	—	567,000
1893, " . . .	25,283,000	—	759,000
1894, " . . .	25,375,000	92,000	—
1895, " . . .	25,824,000	449,000	—
1896, " . . .	24,776,000	—	1,048,000
1897, " . . .	24,216,000	—	560,000
1898, " . . .	24,554,000	338,000	—
1899, " . . .	26,072,000	1,518,000	—
1900, " . . .	27,684,000	1,612,000	—
1901, " . . .	30,395,000	2,711,000	—
1902, " . . .	32,908,000	2,508,000	—
1903, " . . .	34,958,000	2,055,000	—
1904, " . . .	35,497,000	539,000	—
1905, " . . .	36,416,000	919,000	—
1906, " . . .	36,953,000	536,000	—
1907, " . . .	38,191,000	2,239,000	—
1908, " . . .	38,210,000	—	981,000
1909, " . . .	39,428,000	1,218,000	—
1910, " . . .	38,732,000	—	696,000
1911, " . . .	41,363,000	2,631,000	—

The following statement shows in round numbers the amount of each of the several descriptions of Stock included in the total amount shown for June, 1911:—

$2\frac{1}{2}$ per cent. Consols (1903), . . .	£16,107,000
$2\frac{1}{4}$ " Stock (1905), . . .	43,000
$2\frac{1}{2}$ " " " . . .	316,000
Local Loans, 3 per cent., . . .	1,791,000
India $3\frac{1}{2}$ per cent. Stock, . . .	3,989,000
" 3 " " " . . .	2,013,000
" $2\frac{1}{2}$ " " " . . .	233,000
$2\frac{1}{2}$ per cent. Guaranteed Land Stock, (1891), . . .	11,622,000
$2\frac{1}{4}$ per cent. Guaranteed Land Stock (1903), . . .	4,784,000
3 per cent. Guaranteed Land Stock (1909), . . .	465,000
Total, . . .	£41,363,000

Table V. (A), made up by half-years, shows that there has been an increase of £1,996,000 in June, 1911, as compared with the amount at the close of the year 1910, which showed an increase of £635,000 when compared with the June half-yearly period of that year.

Table V. (A)—Showing the Amounts of Government Funds, India Stocks, $2\frac{1}{2}$ per cent. Guaranteed Land Stock (1891), $2\frac{1}{2}$ per cent. Guaranteed Land Stock (1903), and 3 per cent. Guaranteed Land Stock (1909) held in Ireland at the undermentioned dates; compiled from Returns furnished by the Governor of the Bank of Ireland.

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1901, 30th June, . . .	30,395,000	2,033,000	—
„ 31st December, . . .	31,988,000	1,593,000	—
1902, 30th June, . . .	32,903,000	915,000	—
„ 31st December, . . .	33,350,000	447,000	—
1903, 30th June, . . .	34,958,000	1,608,000	—
„ 31st December, . . .	34,329,000	—	629,000
1904, 30th June, . . .	35,497,000	1,168,000	—
„ 31st December, . . .	35,602,000	105,000	—
1905, 30th June, . . .	36,416,000	814,000	—
„ 31st December, . . .	36,436,000	20,000	—
1906, 30th June, . . .	36,952,000	516,000	—
„ 31st December, . . .	37,095,000	143,000	—
1907, 30th June, . . .	39,191,000	2,096,000	—
„ 31st December, . . .	38,974,000	—	217,000
1908, 30th June, . . .	38,210,000	—	764,000
„ 31st December, . . .	38,498,000	288,000	—
1909, 30th June, . . .	39,428,000	930,000	—
„ 31st December, . . .	38,810,000	—	618,000
1910, 30th June, . . .	38,732,000	—	78,000
„ 31st December, . . .	39,367,000	635,000	—
1911, 30th June, . . .	41,363,000	1,996,000	—

IV. Bank Note Circulation and Coin Held.

The Average Bank Note circulation of the Six Banks of Issue in Ireland for the June period, 1911, was £7,544,000 as against £7,095,000 for 1910, showing an increase of £449,000. For the same periods, the average amounts of Coin held by these Banks were, respectively £4,121,000 and £3,753,000, showing an increase of £368,000. Table VI. presents the June returns for the years 1901 to 1911.

Table VI.—Showing the average amounts of Bank Notes in circulation, and of Coin held during each of the four-weekly periods ended on the undermentioned dates; compiled from accounts published by the Registrar of Bank Returns, pursuant to the Act 8 & 9 Vic., cap. 37.*

Four Weeks ended	Bank Notes.			Coin.		
	Amount.	Yearly Increase.	Yearly Decrease.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£	£	£	£
1901, June 8	6,765,000	104,000	—	3,415,000	131,000	—
1902, „ 7	6,562,000	—	213,000	3,218,000	—	197,000
1903, „ 6	7,354,000	802,000	—	3,598,000	480,000	—
1904, „ 4	6,731,000	—	623,000	3,373,000	—	325,000
1905, „ 3	6,469,000	—	262,000	3,309,000	—	164,000
1906, „ 30	6,124,000	—	345,000	3,012,000	—	197,000
1907, „ 29	6,480,000	362,000	—	3,433,000	421,000	—
1908, „ 27	6,419,000	—	67,000	3,469,000	36,000	—
1909, „ 26	6,563,000	124,000	—	3,548,000	79,000	—
1910, „ 25	7,095,000	532,000	—	3,753,000	205,000	—
1911, „ 24	7,544,000	449,000	—	4,121,000	368,000	—

* There are six Banks in Ireland authorized to issue Notes, the statistics of which are included in this Table. The total authorized issue of Notes for these Banks is £6,354,494, distributed as in the following Table:—

	Amount of Authorized Circulation.
	£
Bank of Ireland, ...	3,738,428
Provincial Bank of Ireland, ...	927,667
National Bank, ...	852,269
Ulster Bank, ...	311,079
Belfast Banking Company, ...	281,611
Northern Banking Company, ...	243,440
Total, ...	6,354,494

These Banks may exceed their authorized average Note circulation for a period of four weeks by an amount not greater than the average amount of Gold and Silver Coin held by each Bank during the same period of four weeks (See Act 8 & 9 Vic., Cap. 37, Sec. 14).

It will be observed from Table VI. (A) that the usual decrease of Note circulation and of the amount of Coin held in June, as compared with the preceding December, took place in 1911. The decreases on this occasion were respectively £530,000 and £244,000. The Note circulation of Irish Banks of Issue for June, 1911 (£7,544,000) is 6.3 per cent. more than the circulation (£7,095,000) in June, 1910, and 6.6 per cent. less than the circulation (£8,074,000) in December, 1910, which was the largest on record since December, 1882, when the amount was £8,334,000. The amount of Coin held in June, 1911 (4,121,000), is 9.8 per cent. more than the amount (£3,753,000) in June 1910.

Table VI. (A).—Showing the Average amount of Bank Notes in Circulation and of Coin held during each of the four-weekly periods ended on the undermentioned dates; compiled from Accounts published by the Registrar of Bank Returns, pursuant to the Act 8 & 9 Vic., cap. 37.*

Four Weeks ended	Bank Notes.			Coin.		
	Amount.	Half-yearly Increase.	Half-yearly Decrease.	Amount.	Half-yearly Increase.	Half-yearly Decrease.
1901, June 8	£ 6,765,000	£ -	£ 523,000	£ 3,415,000	£ -	£ 190,000
Dec. 21	6,815,000	50,000	-	3,330,000	-	70,000
1902, June 7	6,552,000	-	263,000	3,218,000	-	121,000
Dec. 20	7,468,000	916,000	-	3,770,000	552,000	-
1903, June 6	7,354,000	-	114,000	3,608,000	-	72,000
Dec. 19	7,425,000	71,000	-	3,740,000	51,000	-
1904, June 4	6,731,000	-	694,000	3,373,000	-	374,000
Dec. 17	6,781,000	50,000	-	3,419,000	46,000	-
1905, June 3	6,409,000	-	312,000	3,202,000	-	210,000
Dec. 16	6,537,000	68,000	-	3,332,000	130,000	-
1906, June 30	6,124,000	-	413,000	3,012,000	-	327,000
Dec. 15	6,089,000	365,000	-	3,351,000	539,000	-
1907, June 29	6,486,000	-	503,000	3,433,000	-	118,000
Dec. 14	7,154,000	668,000	-	3,827,000	394,000	-
1908, June 27	6,419,000	-	735,000	3,489,000	-	338,000
Dec. 12	7,141,000	722,000	-	3,851,000	362,000	-
1909, June 26	6,553,000	-	588,000	3,548,000	-	303,000
Dec. 11	7,354,000	801,000	-	3,906,000	358,000	-
1910, June 25	7,095,000	-	259,000	3,753,000	-	153,000
Dec. 10	8,074,000	979,000	-	4,365,000	612,000	-
1911, June 24	7,544,000	-	530,000	4,121,000	-	244,000

* See note (*), p. 12

The results of an analysis of the foregoing tables are :—

- 1st. In June, 1911, as compared with June, 1910, there was an increase of £3,506,000 in the Deposits and Cash Balances in the Irish Joint Stock Banks, and the amount of such Deposits and Cash Balances was the highest yet recorded.
- 2nd. There was an increase of £1,075,000 in Deposits and Cash Balances in the Irish Joint Stock Banks in June, 1911, as compared with December, 1910.
- 3rd. There was an increase of £649,000 in the Deposits in Savings Banks in Ireland in June, 1911, as compared with June, 1910, there having been an increase of £593,000 in the sum in the Post Office Savings Banks, and an increase of £56,000 in the amount in the Trustees Banks.
- 4th. There was an increase of £364,000 in the Deposits in Savings Banks in June, 1911, as compared with December, 1910, there having been an increase of £322,000 in the sum in the Post Office Savings Banks, and an increase of £42,000 in the amount in the Trustees Banks.
- 5th. There was an increase of 30,873 in the number of accounts remaining open in the Post Office and Trustees Savings Banks in Ireland in 1910, as compared with 1909.
- 6th. In June, 1911, as compared with June, 1910, there was an increase of £2,631,000 in the amount of Government Funds, India Stocks, $2\frac{3}{4}$ per cent. Guaranteed Land Stock (1891), $2\frac{3}{4}$ per cent. Guaranteed Land Stock (1903), and 3 per cent. Guaranteed Land Stock (1909) on which dividends are payable at the Bank of Ireland.
- 7th. In June, 1911, there was an increase of £1,996,000 in the amount of Government Funds, India Stocks, $2\frac{3}{4}$ per cent. Guaranteed Land Stock (1891), $2\frac{3}{4}$ per cent. Guaranteed Land Stock (1903), and 3 per cent. Guaranteed Land Stock (1909) on which dividends are payable at the Bank of Ireland, as compared with the amount in December, 1910.

8th. In June, 1911, there was an increase of £449,000 in the amount of Bank Note circulation, and an increase of £368,000 in the amount of Coin held, as compared with the corresponding period of 1910.

9th. There was a diminution of Bank Note circulation to the amount of £530,000 in June, 1911, and of the Coin held to the amount of £244,000, as compared with the December period of the previous year.

RAILWAYS.

The receipts of Irish Railways, week by week, for the first half of the year 1911, have been supplied to this Department by the authorities of the several Companies, and will be found tabulated in Table VII., and compared with the receipts for the corresponding period of the year 1910. This Table does not include the returns of the Light Railways of Ireland.

A review of the weekly traffic returns shows that in 20 weeks the receipts exceeded those for the corresponding weeks of the year 1910, and in 6 weeks the receipts fell below those for the corresponding periods, with the net result that the total receipts for the first 26 weeks of the year 1911 amounted to £2,068,788, an increase of £65,843, or 3·3 per cent., as compared with the amount received in the first six months of the preceding year. It should be stated that the weekly receipts published in this table only approximate to completeness. The complete figures for each year are published annually by the Board of Trade.

Tables VIII. to XIII. present information relative to the financial position, traffic receipts, working expenditure, &c., of each Railway in Ireland. This information is compiled and published by the Board of Trade from returns supplied by the Railway Companies themselves, pursuant to the requirements of the Regulations of Railways Act, 1871.

IRISH RAILWAYS.

TABLES VII.-XIII.

Table VII.—COMPARATIVE RETURN of Weekly Railway Receipts

No. of Week in Annual Series.	RECEIPTS FOR WEEK.								
	Date. Week ending (1911.)	Total		Increase in 1911 as compared with 1910.		Decrease in 1911 as compared with 1910.		Miles open	
		1910.	1911.	Total.	Per Cent.	Total.	Per Cent.	1910.*	1911.
	Friday.	£	£	£		£			
1*	January 6,	69,147	69,200	63	0·1	—	—	3,192	3,192
2*	" 13,	65,880	68,390	2,510	3·8	—	—	"	"
3	" 20,	65,885	70,368	4,483	6·8	—	—	"	"
4	" 27,	65,485	69,221	3,736	5·7	—	—	"	"
5	February 3,	67,840	71,657	3,817	5·6	—	—	"	"
6	" 10,	68,445	70,188	1,723	2·5	—	—	"	"
7	" 17,	67,200	71,823	4,123	6·1	—	—	"	"
8	" 24,	67,882	71,220	3,938	5·8	—	—	"	"
9	March 8,	74,006	76,509	2,504	3·4	—	—	"	"
10	" 15,	74,015	76,891	2,876	3·9	—	—	"	"
11	" 17,	76,768	78,869	2,101	2·7	—	—	"	"
12	" 24,	77,348	76,097	—	—	1,261	1·6	"	"
13	" 31,	91,812†	84,867	—	—	6,455	7·1	"	"
14	April 7,	79,846	78,446	—	—	1,201	1·5	"	"
15	" 14,	81,305	81,107	—	—	198	0·2	"	"
16	" 21,	81,910	98,048†	11,139	13·6	—	—	"	"
17	" 28,	79,652	85,667	5,905	7·4	—	—	"	"
18	May 5,	81,609	84,587	2,978	3·6	—	—	"	"
19	" 12,	77,508	81,863	4,347	5·6	—	—	"	"
20	" 19,	76,072‡	79,632	3,560	4·7	—	—	"	"
21	" 26,	85,558	83,979	—	—	1,579	1·8	"	"
22	June 2,	81,646	84,002	4,366	5·3	—	—	"	"
23	" 9,	82,678	88,676‡	6,108	7·4	—	—	"	"
24	" 16,	85,770	88,806	3,036	3·6	—	—	"	"
25	" 23,	92,453	87,698	—	—	4,855	5·3	"	"
26*	" 30,	89,586	94,628	5,042	5·7	—	—	"	"

* Owing to the closing of accounts at the end of the calendar half-year, the amounts do not in all cases represent

† Easter week.

‡ Whit week.

RAILWAYS.

in Ireland for the first twenty-six weeks of the Years 1910-1911.

AGGREGATE RECEIPTS TO DATE FROM BEGINNING OF YEAR.										No. of Week in Annual Series.
Receipts per Mile.		Total.		Increase in 1911 as compared with 1910.		Decrease in 1911 as compared with 1910.		Date. Week ending (1911).		
				Total.	Per Cent.	Total.	Per Cent.			
1910.	1911.	1910.	1911.	Total.	Per Cent.	Total.	Per Cent.			
£	£	£	£	£		£		Friday.		
21.7	21.7	69,147	69,200	53	0.1	-	-	January 6,	1*	
20.6	21.4	135,027	137,590	2,563	1.9	-	-	" 18,	2*	
20.8	22.0	200,912	207,958	7,046	3.5	-	-	" 20,	3	
20.5	21.7	266,397	277,179	10,782	4.0	-	-	" 27,	4	
21.3	22.4	334,237	348,836	14,599	4.4	-	-	February 3,	5	
21.4	22.0	402,882	419,004	16,122	4.1	-	-	" 10,	6	
21.1	22.3	469,882	490,327	20,445	4.4	-	-	" 17,	7	
21.1	22.3	537,264	561,647	24,383	4.5	-	-	" 24,	8	
22.2	24.0	611,269	638,156	26,887	4.4	-	-	March 3,	9	
23.2	24.1	685,284	715,047	29,763	4.3	-	-	" 10,	10	
24.0	24.7	782,050	793,916	31,866	4.2	-	-	" 17,	11	
24.2	23.3	839,398	870,018	30,619	3.6	-	-	" 24,	12	
23.6	23.6	930,710	954,870	24,160	2.6	-	-	" 31,	13	
25.0	24.8	1,010,358	1,036,316	25,958	2.5	-	-	April 7,	14	
25.5	25.4	1,091,861	1,114,422	22,561	2.1	-	-	" 14,	15	
25.7	26.2	1,173,571	1,207,471	33,900	2.9	-	-	" 21,	16	
25.0	26.8	1,253,223	1,298,028	39,805	3.2	-	-	" 28,	17	
25.6	28.3	1,384,832	1,377,815	42,788	3.2	-	-	May 5,	18	
24.3	25.6	1,412,238	1,459,468	47,130	3.3	-	-	" 12,	19	
23.8	24.9	1,488,410	1,539,100	50,690	3.4	-	-	" 19,	20	
23.8	26.3	1,578,968	1,623,079	49,111	3.1	-	-	" 26,	21	
25.6	26.9	1,655,814	1,709,081	58,467	3.2	-	-	June 2,	22	
25.9	27.8	1,788,187	1,797,757	59,570	3.4	-	-	" 9,	23	
23.9	27.6	1,823,957	1,868,582	62,695	3.4	-	-	" 16,	24	
23.0	27.4	1,913,410	1,974,160	60,750	3.2	-	-	" 23,	25	
23.0	29.6	2,002,945	2,068,788	65,843	3.3	-	-	" 30,	26*	

returned for the 1st, 2nd, and 26th weeks, respectively, by some of the Railways
the receipts for seven days.

TABLES VIII. to XIII., which follow, show in detail the diture in the year 1910, of each Railway in Ireland, published by the Board of Trade from information to requirements of the Regulation

Table VIII.—Showing Amount of ORDINARY, PREFERENTIAL and in IRELAND classed according to the Rate per Cent. of Dividend

RATE PER CENT. OF DIVIDEND PAID, OR INTEREST PAYABLE.		1906.	1907.
ORDINARY			
Nil	£	1,682,878	1,968,019
Not exceeding 1 per Cent.	£	85,634	—
Exceeding 1 and not exceeding 2 per Cent.	£	27,480	52,480
“ 2 and not exceeding 3 per Cent.	£	2,495,021	148,974
“ 3 and not exceeding 4 per Cent.	£	5,637,570	2,702,050
“ 4 and not exceeding 5 per Cent.	£	48,000	5,373,520
“ 5 and not exceeding 6 per Cent.	£	—	—
“ 6 and not exceeding 7 per Cent.	£	4,414,108	4,435,387
“ 7 and not exceeding 8 per Cent.	£	350,000	350,000
PREFERENTIAL AND			
Nil	£	1,195,650	325,650
Not exceeding 1 per Cent.	£	—	—
Exceeding 1 and not exceeding 2 per Cent.	£	—	—
“ 2 and not exceeding 3 per Cent.	£	4,401,560	4,407,091
“ 3 and not exceeding 4 per Cent.	£	9,160,130	9,681,171
“ 4 and not exceeding 5 per Cent.	£	1,516,296	1,516,296
“ 5 and not exceeding 6 per Cent.	£	248,000	48,000
“ 6 per Cent.	£	—	—
LOANS AND			
Nil	£	68,100	68,100
Not exceeding 1 per Cent.	£	—	—
Exceeding 1 and not exceeding 2 per Cent.	£	78,981	78,981
“ 2 and not exceeding 3 per Cent.	£	1,869,597	1,901,402
“ 3 and not exceeding 4 per Cent.	£	9,368,418	9,997,007
“ 4 and not exceeding 5 per Cent.	£	1,393,792	1,041,377
“ 5 and not exceeding 6 per Cent.	£	—	—
“ 6 per Cent.	£	—	—

Table VIII. (A).—Showing the average Rate of Dividend or Interest 1906 to

Year.	Ordinary.	Preferential.	Guaranteed.	Preferential and Guaranteed.
1906	4.06	3.07	4.06	3.43
1907	4.14	3.32	4.06	3.60
1908	3.87	3.34	4.06	3.61
1909	3.90	3.34	4.09	3.61
1910	4.15	3.34	4.09	3.61

Financial Position, Traffic Receipts, and Working Expenses including Light Railways. They have been compiled and supplied by the Railway Companies themselves pursuant of Railways Act, 1871.

GUARANTEED, and LOANS and DEBENTURE STOCK of RAILWAY COMPANIES paid or Interest payable in each Year from 1906 to 1910.

1908.	1909.	1910.	RATE PER CENT. OF DIVIDEND PAID, OR INTEREST PAYABLE.
STOCK.			
£	£	£	
1,968,019	2,411,315	1,444,825	Nil.
—	—	665,090	Not exceeding 1 per Cent.
52,490	52,490	27,480	Exceeding 1 and not exceeding 2 per Cent.
2,548,324	2,568,038	2,500,154	" 2 and not exceeding 3 per Cent.
332,050	332,050	414,717	" 3 and not exceeding 4 per Cent.
5,373,620	5,373,580	5,373,520	" 4 and not exceeding 5 per Cent.
3,075,473	4,012,163	4,043,778	" 5 and not exceeding 6 per Cent.
474,179	474,179	474,179	" 6 and not exceeding 7 per Cent.
350,000	350,000	350,000	" 7 and not exceeding 8 per Cent.
GUARANTEED STOCK.			
325,250	290,620	290,620	Nil.
—	—	—	Not exceeding 1 per Cent.
—	—	—	Exceeding 1 and not exceeding 2 per Cent.
4,443,356	4,443,703	4,445,558	" 2 and not exceeding 3 per Cent.
9,944,551	10,030,492	10,031,002	" 3 and not exceeding 4 per Cent.
1,516,290	1,464,296	1,465,796	" 4 and not exceeding 5 per Cent.
48,000	48,000	48,000	" 5 and not exceeding 6 per Cent.
—	—	—	" 6 per Cent.
DEBENTURE STOCK.			
300	300	300	Nil.
—	—	—	Not exceeding 1 per Cent.
1,904,254	1,912,629	1,914,053	Exceeding 1 and not exceeding 2 per Cent.
10,184,720	10,308,152	10,344,052	" 2 and not exceeding 3 per Cent.
1,041,377	1,041,377	1,041,377	" 3 and not exceeding 4 per Cent.
—	—	—	" 4 and not exceeding 5 per Cent.
—	—	—	" 5 and not exceeding 6 per Cent.
—	—	—	" 6 per Cent.

on each Description of Capital of the Irish Railways in each year from 1910.

Loans.	Debenture Stock.	Loans and Debenture Stock.	All Classes.	Year.
4.07	3.77	3.78	3.75	1906
4.08	3.76	3.77	3.84	1907
4.08	3.80	3.81	3.76	1908
4.08	3.80	3.81	3.79	1909
4.08	3.80	3.81	3.86	1910

Table IX.—Showing AMOUNT of CAPITAL, &c., of

NOTE.—The heavy figures show the amounts by which the Capitals of the various Companies are in all cases exceeded.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend paid.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
Ards	240,000	120,000	360,000	—	—	—	—	—	
Ballycastle	50,000	45,000	135,000	61,621	Nil	—	—	—	
Bantry Extension, ...	Worked by the "Cork, Brandon, and South Coast."								
Belmont and County Down, ... (See also Downpatrick, Killbough, and Ardglass, p. 61.)	1,061,000	408,606	1,469,757	422,800	4½	233,330 50,000 283,330	4 4½ 5	4 4½ 5	
Castleblayney, Keady, and Armagh, ...	Worked by the "Great Northern of Ireland."								
Central Ireland Railways, ...	See under "Great Southern and Western."								
City of Dublin Junction, ...	See under "Dublin and South Eastern."								
Clonsilla Extension, ...	Worked by the "Cork, Brandon, and South Coast."								
Collooney, Ballina, and Bohmillet Railways and Piers, ...	1,360,000	750,000	2,350,000	800	Nil	—	—	—	
Cork and Macroom Direct, ...	135,200	98,168	233,368	92,000	1	44,150	5	5	
Cork, Brandon, and South Coast, ... (See also Ballinacorney and Skibbereen, and Bantry Bay Extension, p. 61.)	713,000	287,807	1,000,865	241,000 —	3½ —	233,100 48,000 185,100	4 5½ Nil	4 5½ Nil	
Worked by the Cork, Brandon, and South Coast, ...									
Bantry Extension, ...	75,000	35,000	110,000	30,000	Nil	—	—	—	
Clonsilla Extension, ...	40,000	20,000	60,000	25,000	2½	—	—	—	
Cork, Binebrock, and Passage, ...	225,940	205,530	431,570	68,800 32,700 32,700	Nil Nil Nil	96,000 80,000 1,600	4 4 6	Nil Nil Nil	
Cork City Railways, ...	100,000	50,000	150,000	83,000	Nil	—	—	—	
County Donegal Railways Joint Committee, ...	See under Midland (Irish Sections), pp. 32, 33.)								

IRISH RAILWAYS upon the 31st December, 1910.

Companies have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBTURE STOCK.						PAID-UP CAPITAL, INCLUDING LOANS AND DEBTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.				Loans.		Debture Stock.		Total raised by Loans and Debture Stock.		Total on 31st Dec., 1910.	Total on 31st Dec., 1909.		
Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Total Paid-up Stock and Share Capital.	Amount.	Rate of Interest.	Amount.	Rate of Interest.			£	£	£	
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£		£	£	£	
—	—	—	—	—	—	—	—	—		—	—	—	No Capital had been raised at 31st Dec., 1910.
—	—	—	61,631	—	—	26,100	4	26,100		29,838	29,833	—	
17,000	3	3	971,331	8,768*	5	138,000 220,000	3 4	362,000		1,333,735	1,333,705	—	* Capitalised value of Land Rent-charges.
—	—	—	300	—	—	—	—	—		300	—	—	Line not open for public traffic on 31st Dec., 1910.
—	—	—	134,900	—	—	75,630	4	75,630		211,830	211,830	—	In addition to the sums raised by the issue of Stocks and Shares, the Company has received a free grant of £15,000 from the Government towards the construction of the Bantry Bay Extension Line.
—	—	—	630,200	—	—	247,937	4	247,937		284,026	284,026	22,773*	* Including a subscription of £3,373 to the Bantry Bay Steamship Company.
—	—	—	—	—	—	8,957	4	8,957		8,957	8,957	—	Does not rank for dividend until the debt due to the Barrow, taken over from the Llan Valley Company, has been paid off.
46,000	5	5	70,000	—	—	35,000	5	35,000		105,000	105,000	—	* Barrowal Guaranteed Shares.
15,000*	5	5	40,000	—	—	20,000	4	20,000		60,000	60,000	—	* Undivided Shares.
—	—	—	225,940	65,000	4	132,500 300 2,500	4 4 4	294,300		426,370	426,270	—	† Preferred Shares.
—	—	—	58,060	—	—	—	—	—		58,060	75,050	—	‡ Deferred Shares.
—	—	—	—	—	—	—	—	—		—	—	—	Line not open for public traffic on 31st Dec., 1910.

Table IX.—(continued)—Showing AMOUNT of CAPITAL, &c.,

NOTE.—The heavy figures show the amounts by which the Capitals of the various Companies are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
<i>Dublin and Kingstown.</i>	<i>Lent to the "Dublin and South Eastern."</i>							
Dublin and South Eastern.	1,430,537	1,381,225	2,811,762	566,550	4	463,207	4	4
				139,810*	—	217	4	4
City of Dublin Junction.	300,000	150,000	450,000	25,000	NIL	50,000	4	NIL
New Ross and Waterford Extension.	200,000	100,000	300,000	—	—	—	—	—
Leased to the Dublin and South Eastern.								
Dublin and Kingstown.	350,000	110,000	460,000	250,000	7½	—	—	—
Dundalk, Newry, and Greenore.	451,000	—	451,000	287,000	NIL	—	—	—
Great Northern of Ireland.	6,332,514	2,363,188	8,695,702	4,043,778	3½	1,540,385	4	4
				—	—	8,310	4	4
Worked by the Great Northern of Ireland.								
Castlereaughney, Keady, and Armagh.	300,000	150,000	450,000	300,000	NIL	—	—	—
Great Southern and Western.	10,316,510	4,233,010	14,549,520	5,325,530	4½	1,896,705	4	4
Central Ireland Separate Undertaking.	297,480	90,000	387,480	27,480	1½	—	—	—
Worked by the Great Southern and Western.								
Southern.	201,000	181,000	382,000	71,320	NIL	67,630	5	2½
Trillick and Fenit.	45,000	15,000	60,000	12,850	NIL	—	—	—
(See also Athenry and Tuam Extension to Claremorris, pp. 54-55; Collooney and Swinford, Claremorris and Swinford, Headford and Kenmare, and Killybegs and Valentia, p. 61.)								

of IRISH RAILWAYS upon the 31st December, 1910.

Companies have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st Dec. 1910.	Total on 31st Dec. 1909.		
Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£	£
—	—	—	1,630,557	—	—	1,031,225	4	1,031,225	2,461,782	2,461,782	—	* Nominal reduction of Capital.
—	—	—	138,583	—	—	77,998	4	77,998	61,595	61,595	—	
25,000	4	4	300,000	—	—	136,230	4	136,230	430,530	429,830	—	
100,000	4	4	100,000	—	—	—	—	—	100,000	100,000	—	
—	—	—	350,000	300	Nil	61,000	3½	61,300	411,300	411,300	—	
—	—	—	387,500	—	—	—	—	—	387,500	387,500	—	* Borrowing powers (£160,000) transferred to the London and North-Western Company.
808,270	4	4	6,423,553	—	—	2,206,476	4	2,206,476	8,736,430	8,688,594	311,835	
141,854	4	4	148,164	—	—	120,300	4	120,300	268,464	268,464	130,000	
—	—	—	300,000	—	—	50,000	4	50,000	300,000	350,000	—	
2,466,184	4	4	9,618,469	—	—	3,974,884	4	3,974,884	13,693,303	13,553,303	550,000	* A sum of £150,000 was received by this Company from the Government in respect of the Collooney and Charlemorris lines.
—	—	—	27,480	—	—	—	—	—	27,480	27,480	—	
62,000	5	5*	301,870	65,694	4	34,800	4	104,397	306,267	306,267	—	* The guarantee expired at 30th June, 1910, and no dividend was paid for the half-year, ending 31st December, 1910.
30,000	5	5	48,850	15,000	5	—	—	15,000	58,850	58,850	—	

† Subscriptions to Joint Committees.

Table IX. (continued)—Showing AMOUNT of CAPITAL, &c.

NOTE.—The heavy figures show the amounts by which the Capitals of the various Companies are, in all cases, included.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Kilkenny, Co. Down and Athy.	220,000	125,000	345,000	—	—	—	—	—
Letterkenny.	Worked by the " Londonderry and Lough Swilly."							
Lisnaw and Ballyhennessy (Monorail).	22,000	11,000	33,000	22,000	NIL	—	—	—
Londonderry and Lough Swilly.	170,000	44,385	214,385	51,319	7	49,625	5	5
Worked by the " Londonderry and Lough Swilly."								
Letterkenny.	120,000	115,000	235,000	57,183	NIL	—	—	—
Midland Great Western of Ireland. (See also Ballinrobe and Clonsilla, and Leathes and Attymon, pp. 34-35; and Acheson Extension; Ballina and Killa; Galway and Cliden; and Westport and Malinbeg, p. 61.)	4,761,985	2,422,965	7,184,950	3,570,000	3	1,071,556	4	4
						300,000	5	5
Midland (Irish Sections). County Donegal Railways Joint Committee.*	451,000	261,000	712,000	50,711	2 1/2	245,199	2 1/2	2 1/2
				40,511	3 1/2			
Worked by the County Donegal Railways Joint Committee.								
Strabane and Letterkenny.	100,000	120,000	220,000	120,296	NIL	—	—	—
Northern Counties Committee*.	4,179,000	1,538,000	5,697,000	63,432	2 1/2	4,955,568	2 1/2	2 1/2
				42,126	3 1/2			
New Ross and Waterford Extension.	See under " Dublin and South Eastern."							
Pursonstown and Portlanna Bridge.	85,000	21,600	106,600	—	—	—	—	—
Sligo and Arigna.	180,000	90,000	270,000	—	—	—	—	—
Sligo, Leitrim, and Northern Counties.	200,000	200,000	400,000	100,000	NIL	90,000	5	NIL
Southern.	Worked by the " Great Southern and Western."							
Strabane and Letterkenny.	Worked by the " County Donegal Railways Joint Committee."							
Trillick and Fintona.	Worked by the " Great Southern and Western."							
Waterford and Tramore.	58,000	19,350	77,350	63,000	5	10,000	5	5
TOTAL.	35,197,280	15,781,745	50,979,025	15,600,263	—	10,333,556	—	—
				138,810	—	8,527	—	—

* Nominal reduction of Capital.

of IRISH RAILWAYS upon the 31st December, 1910

Companies have been nominally increased by conversion, consolidation, or division of their Stocks.
in the figures given in Roman type.

The figures given in 1910

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st Dec., 1910.	Total on 31st Dec., 1909.		
Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£	
—	—	—	—	—	—	—	—	—	—	—	—	No Capital had been raised at 31st Dec., 1909.
—	—	—	22,000	11,000	5	—	—	11,000	33,000	33,000	—	
10,000	4	4	110,944	18,400	3½	17,750 6,300	3½	42,500	153,494	153,494	—	
—	—	—	57,135	85,000 2,700	4 5	—	—	87,700	144,905	144,905	—	
83,205	4	4	4,103,792	—	—	1,370,827 709,330 901,380	4 4½ 4½	2,347,900	6,541,703	6,541,258	—	
10,372	2½	2½	449,803	—	—	200,120	2½	200,120	709,932	700,924	—	* Estimated Capital. Preferred Stock. Deferred Stock.
17,400	4	1	137,806	—	—	100,300	4	100,300	238,103	222,796	—	* Colonial Guaranteed Shares.
24,105	2½	2½	4,173,670	—	—	1,510,834	2½	1,510,834	5,602,400	5,689,536	—	* Estimated Capital. Preferred Stock. Deferred Stock.
—	—	—	—	—	—	—	—	—	—	—	—	The line was taken possession of by a creditor in January, 1878, and has been closed for traffic since that date.
—	—	—	—	—	—	—	—	—	—	—	—	No Capital had been raised at 31st Dec., 1910.
—	—	—	300,000	—	—	100,000 40,000 18,981* 67,800*	2½ 4 4 4	230,781	486,781	486,781	—	The interest to which these amounts are entitled is non-cumulative. For the year ending 31st December, 1910, interest at the rate of 12 per cent. was paid on £78,981.
—	—	—	58,000	14,350	4	—	—	14,350	72,350	72,350	—	
1,079,910	—	—	70,813,750	395,182	—	13,015,600	—	13,390,682	44,314,441	44,026,144	1,017,420	TOTAL.
141,854	—	—	8,571	—	—	207,255	—	207,255	215,826	215,826	—	

* Including £120,000 subscription to Joint Committee. See (f) p. 31.

NOTE.—The heavy figures show the amounts by which the Capitals of the various stock. These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
LIGHT RAILWAYS AUTHORISED UNDER THE								
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Athenry and Tuam Extension to Claremorris.	100,000	—	100,000	2,000	Nil	—	—	—
Ballinacorney and Timoleague Junction.	See under Timoleague and Courtmacsherry Extension.							
Ballinacorney and Claremorris.	20,000	—	20,000	—	—	—	—	—
Beaumont and Newry Tramway.	20,000	6,000	26,000	15,000	Nil	—	—	—
Bury and Enniskerry.	71,000	35,000	106,000	25,000	Nil	—	—	—
Carrickfergus Harbour Junction.	7,500	5,000	12,500	750	Nil	—	—	—
Cavan and Leitrim (Limited).	300,000	—	300,000	—	—	—	—	—
Clogher Valley.	150,000	—	150,000	—	—	—	—	—
Cork and Muskerry.	75,000	—	75,000	—	—	—	—	—
Donoughmore Extension.	35,000	—	35,000	2,000	Nil	—	—	—
Loughrea and Attymon.	70,000	—	70,000	—	—	—	—	—
Newry, Keady and Tynan.	200,000	75,000	275,000	—	—	—	—	—
Schull and Skibbereen Tramway and Light Railway.	57,000	—	57,000	—	—	—	—	—
Schull and Skibbereen Tramway and Light Railway Extension.	1,500	—	1,500	—	—	—	—	—
South Clare (Limited).	Worked by the "West Clare (Limited)."							
Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.	35,000	—	35,000	—	—	—	—	—
Tralee and Dingle.	70,000	—	70,000	30,000	Nil	—	—	—
West Clare (Limited).	180,000	—	180,000	10,000	Nil	—	—	—
Worked by the West Clare, Ltd.	140,000	—	140,000	20,000	Nil	—	—	—
Wicklow Tramway.	Private undertaking.							
TOTAL.	1,602,000	121,500	1,723,500	112,250	—	—	—	—
GRAND TOTAL, IRELAND.	30,799,280	15,903,245	46,702,525	15,712,490	—	10,333,550	—	—
				139,110	—	6,527	—	—

§ Certain lines authorised under these Acts (such as the Dublin and Blessington Tramway) run entirely on "Street and Road Tramways and Light Railways." A subsidiary list of Light Railways is given on page 32.

Companies have been annually increased by conversion, consolidation, or division of their shares in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.				Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st Dec. 1910.	Total on 31st Dec. 1909.		
Amount.	Unrealized Rate of Dividend.	Rate of Dividend.	Total Paid-up Stock and Share Capital.	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
25,000	1	1	100,000	—	—	—	—	—	100,000	100,000	—	Lines worked by the "Great Northern & Western."
71,600	3	3	71,600	—	—	—	—	—	71,600	71,600	—	Accounts to the 31st Oct. 1910. Lines worked by the "Midland Great Western."
—	—	—	15,000	—	—	—	—	—	15,000	15,000	—	
—	—	—	25,000	—	—	—	—	—	25,000	25,000	—	Lines authorized by the Irish and London Light Railway Act, 1906. The Railway is partly constructed, but has not been opened for public traffic.
6,230	5	5	7,230	—	—	—	—	—	7,230	7,230	—	
123,085	5	5	123,085	—	—	—	—	—	123,085	121,585	—	Accounts to the 31st October, 1909. Accounts to the 30th September, 1910.
123,310	5	5	123,310	—	—	—	—	—	123,310	123,310	—	
15,000	5	5	75,000	—	—	—	—	—	15,000	75,000	—	Accounts to the 31st Oct. 1910. Lines worked by the "Midland Great Western."
30,000	4	4	35,000	—	—	—	—	—	30,000	35,000	—	
51,445	5	5	51,445	—	—	—	—	—	51,445	51,445	—	Lines authorized by the Newry, Keady, and Tyrone Light Railway Act, 1906. No capital had been raised at 31st December, 1910.
—	—	—	—	—	—	—	—	—	—	—	—	
57,000	5	5	57,000	—	—	—	—	—	57,000	57,000	—	This capital was authorized in connection with an extension of the Oxford and Wicklow Railway and Light Railway, but the cost of the extension was met out of the "Irish Harbours Fund," which was raised by voluntary subscriptions, and no portion of the £57,000, for which there is authority, has been raised.
—	—	—	—	—	—	—	—	—	—	—	—	
35,000	5	5	35,000	—	—	—	—	—	35,000	35,000	—	By Order in Council, 16th July, 1909, the Treasury reduced their liability in respect of the dividend on the Guaranteed Capital of the Company was reduced by a 10s. account. Should the railway be closed to traffic at any time, the Treasury, jointly with the Treasury, guaranteed the dividend will be liable to pay to the Crown an annual sum equal to 2 per cent. on the £35,000, as long as the line remains closed.
70,000	4	4	70,000	—	—	—	—	—	70,000	70,000	—	
180,000	4	4	180,000	—	—	—	—	—	180,000	180,000	—	Accounts to the 31st October, 1910.
140,000	4	4	140,000	—	—	—	—	—	140,000	140,000	—	Accounts to the 31st October, 1910.
1,179,710	—	—	1,179,710	—	—	—	—	—	1,179,710	1,178,210	—	TOTAL.
497,490	—	—	31,993,489	285,182	—	13,015,500	—	13,300,682	45,294,154	45,294,354	1,017,430	GRAND TOTAL IRELAND.*
141,894	—	—	8,571	—	—	297,255	—	297,255	215,826	215,826	—	

or shown entirely, along public roads. Particulars of the capital, etc., of such lines will be found in the Return of Railways, which are vested in other Companies is given in Table xiii (page 61).

* Including £230,500 subscription to Joint Committee. See (f) page 31.

Table X.—Showing LENGTH of LINE, TRAFFIC, GROSS
YEAR ENDED 31st DECEMBER, 1916.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1916.			TOTAL LENGTH INCLUDING SIDINGS IN EQUIVALENT OF SINGLE TRACK.	PASSENGER TRAFFIC			
	Double or more.	Single.	TOTAL.		Number of Passengers conveyed (exclusive of Season and Periodical Tickets).			
				Miles.	1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.
Ballycastle.	—	16	16	18	2,694	5,307	102,846	110,846
Bantry Extension.	Worked by the Cork, Brandon, and South Coast.							
Belfast and County Down, (including the "Downpatrick, Killough, and Ardglass.")	22	38	60	124	197,392	310,227	2,511,567	3,019,286
Castletown, Keady and Armagh.	Worked by the Great Northern (Ireland).							
City of Dublin Junction.	Worked by the Dublin and South Eastern.							
Clewelly Extension.	Worked by the Cork, Brandon, and South Coast.							
Cork and Macroom Direct.	—	25	25	27	6,535	18,218	130,355	144,108
Cork, Brandon and South Coast, (including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," and "Clewelly Extension.")	1	94	95	108	63,898	—	435,774	499,672
Cork, Blackrock, and Passage.	2	14	16	20	110,630	—	348,302	458,932
County Donegal Railways Joint Committee, (including the "Strabane and Letterkenny.")	1	110	111	121	5,116	23,923	335,618	364,657
Dublin and Kingstown.	Linked to the Dublin and South Eastern.							
Dublin and South Eastern, (including the "City of Dublin Junction," "Dublin and Kingstown," "New Ross and Waterford Extension" and "Wicklow Tramways.")	29	132	161	217	271,483	1,402,484	3,116,377	5,000,344
Dundalk, Newry, and Greenore.	—	26	26	30	8,927	6,396	177,198	192,511
Great Northern of Ireland, (including the "Castletown, Keady and Armagh.")	164	306	470	528	121,741	318,791	6,234,967	6,985,499
Great Southern and Western of Ireland, (including the "Athenry and Tuam Extension to Claremorris," "Claremorris and Swinford," "Collooney and Swinford," "Headford and Kenmare," "Kilgeragh and Valentia," "Southern," "Tralee and Fermoy," and the "Fishguard and Rosslare Railways and Harbours Company's lines in Ireland.")	240	881	1,121	1,500	182,348	355,764	4,725,623	5,263,735

RECEIPTS, &c., of IRISH RAILWAYS in 1910.

EXCEPT WHERE OTHERWISE STATED.

Season or Period for which Receipts are shown in Annual Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			NAME OF COMPANY.
	Miscraia.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
12	Tons. 7,438	Tons. 8,294	Mixed.		46,236	Ballycastle. Bantry Extension.
2,564	144,802	180,501	(a) 701,124	87,441	788,565	Belfast and County Down. Castlereagh, Keady and Armagh. City of Dublin Junction. Glencilly Extension.
43	13,305	24,063	49,224	17,300	(b) 66,524	Cork and Macroom Direct.
169	39,929	145,429	218,637	114,871	(c) 333,507	Cork, Brandon, and South Coast.
82	—	11,310	99,187	2,626	101,813	Cork, Blackrock, and Passage.
17	26,660	28,180	Mixed.		228,127	County Donegal Railways Joint Committee. Dublin and Kingsdown.
1,371	161,005	207,864	809,815	261,379	1,071,194	Dublin and South Eastern.
16	7,081	31,378	75,850	26,443	(d) 102,293	Dundalk, Newry, and Greenore.
2,486	601,453	970,166	(e) 2,817,838	1,163,279	3,981,117	Great Northern of Ireland.
1,318	603,840	1,379,688	3,809,054	2,178,601	5,987,655	Great Southern and Western of Ireland.

(continued on next page)

(a) Including 78,735 miles run by Rail Motor Carriages.

(b) Including 28,825 miles run by mixed trains.

(c) Including 68,299 miles run by mixed trains.

(d) Including 8,775 miles run by mixed trains.

(e) Including 231,663 miles run by Steam Rail Motor Cars, and 89,864 miles run by Electric Tramway Cars.

Table X.—(continued).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1910.

NAME OF COMPANY.	RECEIPTS (GROSS) FROM PASSENGERS					
	RECEIPTS FROM PASSENGERS					GROSS Luggage, Parcels, Carriages, Horses, Dogs, &c.
	1st Class.	2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.	
	£	£	£	£	£	£
Belfast.	129	245	2,458	64	2,896	400
Bantry Extension.	Worked by the Cork, Brandon, and South Coast.					
Belfast and County Down, (Including the "Downpatrick, Killybegs, and Ardglass.")	8,127	12,030	63,033	19,286	102,476	10,374
Cadellaghney Keady, and Armagh.	Worked by the Great Northern (Ireland).					
City of Dublin Junction.	Worked by the Dublin and South Eastern.					
Clonsilla Extension.	Worked by the Cork, Brandon, and South Coast.					
Cork and Macroom Direct.	472	1,157	6,901	333	7,863	1,123
Cork, Brandon, and South Coast, (Including the "Baltimore and Rathbarney," "Bantry Extension," "Bantry Bay Extension," and "Clonsilla Extension.")	7,369	—	24,314	1,812	33,495	7,629
Cork, Blackrock, and Passage.	3,866	—	7,393	2,113	13,345	837
County Downal Railways Joint Committee, (Including the "Birnane and Letterkenny.")	633	1,976	12,358	75	14,992	2,825
Dublin and Kingstown.	Leased to the Dublin and South Eastern.					
Dublin and South Eastern, (Including the "City of Dublin Junction," "Dublin and Kingstown," "New Ross and Waterford Extension," and "Wicklow Tramways.")	13,511	39,308	61,331	14,760	148,909	31,534
Dundalk, Newry, and Greenore.	302	337	4,112	78	4,829	2,283
Great Northern of Ireland, (Including the "Cadellaghney, Keady, and Armagh.")	25,947	53,040	327,378	18,660	415,025	89,048
Great Southern and Western of Ireland, (Including the "Athenry and Tuam Ex- tension to Clonsilla," "Clonsilla and Swineford," "Collooney and Swine- ford," "Headford and Keshmarr," "Kil- beggin and Valentia," "Southern," "Trillick and Fintona," and the "Fishguard and Roade Railway and Harbours Com- pany's Lines in Ireland.")	53,680	52,842	444,383	12,707	563,712	131,319

RECEIPTS, &c., of IRISH RAILWAYS in 1910.

EXCEPT WHERE OTHERWISE STATED.

TRAFFIC.		RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Receipts from Steamboats, Canals, Harbours, Docks, &c.	Miscellaneous: Rents, Tolls, Fines, &c.	Total Gross Receipts from all sources of Traffic.	NAME OF COMPANY.
Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.				
£	£	£	£	£	£	£	£	£	
300	5,089	1,462	147	587	2,196	—	23	5,911	Belfast.
									Bantry Extension.
1,400	124,600	27,372	2,381	11,185	41,490	—	14,820	171,810	Belfast and County Down.
									Castlingway, Keady, and Armagh.
									City of Dublin Junction.
									Connally Extension.
120	8,942	3,274	1,345	1,424	11,047	—	188	20,177	Cork and Macroom Direct.
5,650	40,771	40,657	7,591	3,049	51,737	—	235	98,728	Cork, Bandon, and South Coast.
40	14,222	1,701	94	—	1,795	6,829	181	22,627	Cork, Blackrock, and Passage.
555	18,627	15,691	1,897	2,325	17,811	—	605	36,665	County Donegal Railways Joint Committee.
									Dublin and Kingstown.
14,700	195,324	60,227	12,017	14,097	86,341	—	10,256	250,821	Dublin and South Eastern.
60	7,952	3,483	1,188	535	10,206	—	6,630	21,398	Dundalk, Newry, and Greenore.
27,641	551,994	266,055	67,641	84,908	418,605	—	35,694	1,094,553	Great Northern of Ireland.
57,355	731,226	505,896	142,019	169,222	726,777	—	14,046	1,516,039	Great Southern and Western of Ireland.

* Including Receipts for carriage of Mails by Steamboats belonging to the Companies.

Table X. (continued).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31st DECEMBER, 1910.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1910.			TOTAL LENGTH INCLUDING SIDINGS IN EQUIVALENT OF SINGLE TRACK.	PASSENGER TRAFFIC.			
	Double or more.	Single.	TOTAL.		Number of Passengers conveyed (exclusive of Season and Periodical Tickets).			
					1st Class.	2nd Class.	3rd Class, (including Parliamentary).	TOTAL.
Miles.								
Letterkenny, ...	Worked by the Londonderry and Lough Swilly.							
Listowel and Ballyvaughan, ...	-	9	9	10	3,802	-	61,183	64,985
Londonderry and Lough Swilly, ... (Including the "Burtonport Extension," "Carnadoonagh Extension," and "Letterkenny.")	-	99	99	102	3,380	33,940	514,034	551,354
Midland Great Western of Ireland, ... (Including the "Ashill Extension," "Balling and Killalea," "Ballymore and Claremorris," "Galway and Clifden," "Loughrea and Attymon," and "Westport and Malinbeg.")	168	370	538	793	66,792	147,733	1,537,280	1,751,711
Midland (Irish Section), ...	44	219	263	364	84,363	125,283	3,436,214	3,645,859
Sligo, Leitrim and Northern Counties, ...	-	43	43	45	2,166	7,873	155,064	165,103
Southern, ...	Worked by the Great Southern and Western.							
Strabane and Letterkenny, ...	Worked by the County Donegal Railways Joint Committee.							
Tralee and Fermil, ...	Worked by the Great Southern and Western.							
Waterford and Tramore, ...	-	7	7	8	92,877	-	186,737	279,614
Waterford and Wexford Lines, ...	Worked by the Great Southern and Western.							
Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.	The							
TOTAL.	671	3,490	3,770	4,386	1,222,078	2,964,394	25,429,784	29,616,256

RECEIPTS &c., of IRISH RAILWAYS in 1910.

EXCEPT WHERE OTHERWISE STATED.

Section or Portion of Railway—Equivalent number in Annual Tables.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			NAME OF COMPANY.
	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
	Tons.	Tons.				
						<i>Letterkenny.</i>
4	3,788	1,092	Mixed.		24,227	Lisowel and Ballyvaughan.
124	18,221	81,814	Mixed.		228,232	Londonderry and Lough Swilly.
333	137,279	517,117	1,453,492	923,687	2,516,679	Midland Great Western of Ireland.
1,548	447,994	443,891	(a) 1,283,505	488,203	1,781,808	Midland (Irish Sections).
63	16,730	61,381	45,798	58,894	(b) 176,692	Sligo, Leitrim and Northern Counties.
						<i>Southern.</i>
						<i>Strabane and Letterkenny.</i>
						<i>Trillick and Fead.</i>
80	3,417	2,623	Mixed.		48,284	Waterford and Tramore.
						<i>Waterford and Wexford Line.</i>
railways are part of the "Penguin and Rosslare" Railways and Harbours Company's undertakings.						
						<i>Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.</i>
11,140	2,240,771	4,860,295	11,762,642	5,317,298	(c) 17,812,717	TOTAL.

(continued on next page.)

(a) Including 48,343 miles run by Steam Rail Motor Carriages.

(b) Including 76,842 miles run by mixed trains.

(c) Including 582,947 miles run by mixed trains.

Table X.—(continued).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1911.

NAME OF COMPANY.	RECEIPTS (GROSS) FROM PASSENGERS					
	RECEIPTS FROM PASSENGERS.					GROSS Earnings Fares, Carriage, Horse, Dogs, &c.
	1st Class.	2nd Class	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.	
	£	£	£	£	£	£
<i>Letterkenny.</i>	Worked by the Londonderry and Lough Swilly.					
<i>Listowel and Ballyvaughan.</i>	199	—	1,674	53	1,872	149
<i>Londonderry and Lough Swilly.</i> (including the "Barrington Extension," "Carrington Extension," and "Letter- kenny.")	793	1,968	15,141	619	18,521	5,748
<i>Midland Great Western of Ireland.</i> (including the "Achill Extension," "Ballina and Glenties," "Ballinrobe and Claremorris," "Galway and Clifden," "Longhena and Arlington," and "Westport and Malin- beg.")	20,684	36,115	145,199	3,740	205,738	41,326
<i>Midland (Irish Sections).</i>	8,836	19,563	115,145	12,069	155,513	25,906
<i>Sligo, Leitrim, and Northern Counties.</i>	302	385	8,689	167	10,143	1,374
<i>Southern.</i>	Worked by the Great Southern and Western.					
<i>Strabane and Letterkenny.</i>	Worked by the County Donegal Railways Joint Committee.					
<i>Trillick and Fintona.</i>	Worked by the Great Southern and Western.					
<i>Waterford and Tralee.</i>	2,371	—	3,700	423	7,500	439
<i>Waterford and Wexford Line</i>	Worked by the Great Southern and Western. The					
<i>Waterford, Dungarvan, and Lismore, and Ferns and Lismore Lines.</i>						
TOTAL.	147,342	209,633	1,273,795	87,649	1,718,323	228,261

RECEIPTS, &c., of IRISH RAILWAYS in 1910.

EXCEPT WHERE OTHERWISE STATED.

TRAFFIC.		RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Receipts from Steam-boats, Canals, Harbours, Docks, &c.	Miscellaneous; Rents, Tolls, Hotels, &c.	Total Gross Receipts from all Sources of Traffic.	NAME OF COMPANY.
Mails.*	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.				
£	£	£	£	£	£	£	£	£	
									<i>Letterkenny.</i>
132	2,180	310	5	358	683	—	83	2,264	<i>Listowel & Ballyhannon.</i>
1,222	35,401	14,142	1,398	1,667	16,537	—	560	42,488	<i>Londonderry and Lough Swilly.</i>
30,230	240,530	218,307	89,178	24,468	331,953	5,268	11,031	629,063	<i>Midland Great Western of Ireland.</i>
11,281	167,375	129,337	7,298	60,504	178,216	—	31,944	467,585	<i>Midland (Irish Section).</i>
430	11,935	15,188	3,628	583	17,704	—	132	29,771	<i>Sligo, Leitrim, & Northern Counties.</i>
									<i>Southern.</i>
									<i>Strabane and Letterkenny.</i>
									<i>Trillick and Fintona.</i>
13	7,533	271	7	178	436	—	166	8,153	<i>Waterford and Tramore.</i>
<i>railways are part of the "Fishguard and Rosslare" Railways and Harbours Company's undertakings.</i>									<i>Waterford and Westford Line.</i>
									<i>Waterford, Dungarven, and Lismore and Fermoy and Lismore Lines.</i>
102,501	1,239,345	1,460,123	328,368	297,932	2,090,463	11,998	125,460	4,495,555	TOTAL.

* Including Receipts for carriage of Mails by steamboats belonging to the Companies.

Table X. (continued).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31st DECEMBER, 1910.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1910.			TOTAL LENGTH INCLUDING SIDINGS IN EQUIVALENT OF SINGLE TRACK.	PASSENGER TRAFFIC.			
	Double or more.	Single.	TOTAL.		Number of Passengers Conveyed (exclusive of Season and Periodical Tickets).			
					1st Class.	2nd Class.	3rd Class (including Parliamentary.)	TOTAL.
LIGHT RAILWAYS AUTHORIZED UNDER THE								
Miles.								
<i>Attery and Tunn Extension to Claremorris.</i>	<i>Worked by the Great Southern and Western.</i>							
<i>Ballymerry and Tinsuloagh Junction.</i>	<i>See Tinsuloagh and Courtmaisherry Extension, &c.</i>							
<i>Ballynaha and Claremorris.</i>	<i>Worked by the Midland Great Western of Ireland.</i>							
<i>Beebrook and Newry Tramway (Electric).</i>	<i>See below under Electric Railways.</i>							
<i>Carrickfergus Harbour Junction.</i>	—	1	1	1	—	—	—	—
<i>Cavan and Leitrim, Limited. Return for the year ending 31st October, 1910.</i>	—	49	49	53	7,168	—	96,908	104,076
<i>Clogher Valley Railway. Return for the year ending 30th September, 1910.</i>	—	37	37	40	9,710	—	114,203	123,913
<i>Cork and Muskerry.</i>	—	18	18	19	66,481	—	244,715	311,196
<i>Donegallmore Extension.</i>	—	9	9	9	1,432	—	44,893	46,325
<i>Loughrea and Attymun.</i>	<i>Worked by the Midland Great Western of Ireland.</i>							
<i>Schull and Skibbereen Tramway and Light Railway (including Skibbereen Extension).</i>	—	15	15	16	1,969	—	51,039	53,008
<i>South Clare, Limited.</i>	<i>Worked by the West Clare, Limited.</i>							
<i>Tinsuloagh and Courtmaisherry Extension, and Ballynaha and Tinsuloagh Junction.</i>	—	9	9	10	1,625	—	35,681	37,306
<i>Trillick and Dingle.</i>	—	37	37	38	6,196	—	67,443	73,639
<i>West Clare, Limited. Return for the year ending 31st October, 1910. (Including the "South Clare," Limited.)</i>	1	53	53	57	18,992	—	163,011	181,993
TOTAL.	1	227	228	243	113,442	—	619,673	632,915
LIGHT RAILWAY WORKING								
<i>Beebrook and Newry Tramway.</i>	—	3	3	3	3,187	63,979	83,696	150,662
TOTAL, Light Railways, Ireland.	1	230	231	246	116,629	63,979	103,192	1,082,966
GRAND TOTAL IRELAND.	672	2,729	3,461	4,662	2,338,927	3,023,973	26,263,968	30,725,868

* Certain lines authorised under these Acts (such as the Dublin and Broomington Tramway) run entirely, or Return of "Street and Road Tramway and Light Railways." A subsidiary list of Light Railways—

(a) Including 13,343 miles run by mixed trains.

(b) Including 546,159 miles run by mixed trains.

(c) Including 18,000 miles run by mixed trains.

RECEIPTS, &c., OF IRISH RAILWAYS IN 1910.

EXCEPT WHERE OTHERWISE STATED.

Receipts for Port of London Tickets—Equivalent Number in Annual Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			NAME OF COMPANY.
	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	

TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.*

	Tons.	Tons.				
—	13,332	—	—	590	590	<i>Albury and Tice Extension to Clonsilla.</i> <i>Ballinacorney and Timoleague Junction.</i> <i>Ballinacorney and Clonsilla.</i> <i>Beaumont and Newry Tramway (Electric).</i> <i>Carrickfergus Harbour Junction.</i>
27	15,280	25,638	Mixed.	90,087	90,087	<i>Cavan and Leitrim Limited.</i>
7	9,130	18,031	Mixed.	94,536	94,536	<i>Clogher Valley Railway.</i>
62	6,986	16,316	Mixed.	75,371	75,371	<i>Cork and Minskerry.</i>
8	1,390	5,415	Mixed.	15,909	15,909	<i>Donoughmore Extension.</i> <i>Loughrea and Aghaura.</i>
9	—	4,602	23,973	2,863	26,836	<i>Schull and Skibbereen Tramway and Light Railway.</i> <i>Sussex, Limited.</i>
—	10,379	4,744	2,336	3,791	31,892 (a)	<i>Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.</i>
28	372	14,341	Mixed.	72,205	72,205	<i>Trillick and Dingle.</i>
23	16,607	23,895	Mixed.	104,845	104,845	<i>West Clare, Limited.</i>
163	72,892	111,935	26,823	7,004	(b) 373,391	TOTAL.

BY ELECTRICAL POWER.

12	10,007	—	1,312	—	22,612 (c)	<i>Beaumont and Newry Tramway.</i>
175	82,969	111,935	31,679	7,004	396,833 (d)	TOTAL, Light Railways, Ireland.
11,365	2,828,760	4,261,856	11,794,182	5,324,203	(e) 13,860,599	GRAND TOTAL, IRELAND.

(continued on next page.)

almost entirely, along public roads. Particulars of the Capital, &c., of each line will be found in the

which are vested in other Companies is given in Table 216. (p. 61).

(d) Including 658,150 miles run by mixed trains.

(e) Including 1,301,396 miles run by mixed trains.

Table X. (continued).—Showing LENGTHS OF LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1910.

NAME OF COMPANY.	RECEIPTS (GROSS) FROM PASSENGERS.					
	RECEIPTS FROM PASSENGERS.					Excess Income, Carriage, Fares, &c.
	1st Class.	2nd Class.	3rd Class (Including Parliamentary.)	Holders of Season or Periodical Tickets.	Total from Passengers.	
LIGHT RAILWAYS AUTHORISED UNDER THE						
	£	£	£	£	£	£
Albany and Tullin Extension to Clonsilla.						Worked by the Great Southern and Western.
Ballinacorney and Timoleague Junction.						See Timoleague and Courtmacsherry Extension, &c.
Ballinacorney and Clonsilla.						Worked by the Midland Great Western of Ireland.
Bessbrook and Newry Tramway (Electric).						See below under Electric Railways.
Carrickfergus Harbour Junction.						
Cavan and Leitrim, Limited. (Return for the year ending 31st October, 1910).	517	—	3,309	68	3,914	62
Clogher Valley Railway. (Return for the year ending 30th September, 1910).	604	—	2,938	19	3,481	36
Cork and Muskerry.	1,745	—	4,696	267	6,648	772
Donoughmore Extension.	36	—	741	19	796	27
Loughrea and Attymon.						Worked by the Midland Great Western of Ireland.
Schull and Skibbereen Tramway and Light Railway. (Including Skibbereen Extension).	136	—	1,267	31	1,434	127
South Clare, Limited.						Worked by the West Clare, Limited.
Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction.	112	—	525	—	698	127
Trillick and Dingle.	483	—	3,210	92	3,745	492
West Clare, Limited. Return for the year ending 31st October, 1910. (Including the "South Clare," Limited).	2,643	—	8,122	136	10,901	1,042
TOTAL.	5,597	—	24,515	692	31,407	3,860
LIGHT RAILWAY WORKED						
Bessbrook and Newry Tramway.	43	626	122	17	738	—
TOTAL, Light Railways, Ireland.	5,640	626	24,970	619	31,755	3,858
GRAND TOTAL, IRELAND.	112,682	210,152	1,298,076	81,928	1,752,078	362,116

† Certain lines authorised under these Acts (such as the Dublin and Blessington Tramway) run entirely on the Return of "Street and Road Tramways and Light Railways." A subsidiary list of Light

RECEIPTS, &c., OF IRISH RAILWAYS IN 1910.

EXCEPT WHERE OTHERWISE STATED.

TRAFFIC.		RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Receipts from Steam-boats, Launches, Harbours, Docks, &c.	Miscellaneous ; Rents, Tolls, Hotels, &c.	Total Gross Receipts from all sources of Traffic.	NAME OF COMPANY.
Mails*.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.				
TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.†									
£	£	£	£	£	£	£	£	£	
—	—	—	—	179	179	23	—	22	<i>Albany and Tynes Extension to Clonsilla.</i>
40	4,632	5,682	1,937	1,565	3,634	—	12	113,178	<i>Ballinacorney and Timoleague Junction.</i>
100	4,137	3,787	284	1,033	5,074	—	125	9,816	<i>Ballinacorney and Clonsilla.</i>
—	7,621	2,917	417	449	3,123	—	125	10,879	<i>Beachbrook and Newry Tramway (Electric).</i>
—	893	427	87	88	632	—	18	1,923	<i>Carrikerbeg Harbour Junction.</i>
—	1,941	1,273	372	—	1,650	—	—	3,211	<i>Cavan and Leitrim, Ltd.</i>
20	835	559	92	223	874	—	68	1,737	<i>Clogher Valley Railway.</i>
100	4,709	3,693	699	84	3,469	—	2	3,571	<i>Cork and Muskerry.</i>
1,000	12,343	5,710	1,842	1,301	8,653	—	88	21,394	<i>Donoughmore Extension.</i>
1,826	34,522	22,133	5,723	4,962	22,818	23	378	29,741	<i>Loughlin and Albion.</i>
									<i>Schull and Skibberreen Tramway and Light Railway.</i>
									<i>South Clare Limited.</i>
									<i>Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.</i>
									<i>Trillick and Dingle.</i>
									<i>West Clare, Limited.</i>
									TOTAL.

B. ELECTRICAL POWERS.

£	£	£	£	£	£	£	£	£	
1,664	37,305	22,133	5,723	5,796	33,648	23	424	71,361	<i>Beachbrook and Newry Tramway.</i>
16,225	2,276,413	1,621,356	384,111	300,732	2,000,009	11,621	125,898	4,671,616	TOTAL, Light Railways, Ireland.
									GRAND TOTAL, IRELAND

* Including receipts for carriage of mails by steamboats belonging to the Companies or almost entirely, along public roads. Particulars of the Capital, &c., of such lines will be found in Railways which are vested in other Companies is given in Table xiii. (p. 41).

Table XI.—Showing WORKING EXPENDITURE, NET RECEIPTS,
YEAR ENDED 31ST DECEMBER, 1918

NAME OF COMPANY.	Gauge of Line.	Length of Line in Miles open on 31st December, 1918.	WORKING			
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Wagons.	Trade Expenses (Coach-ing and Merchandise).
Ballycastle.	3 6	16	1,459	1,901	357	301
Bantry Extension	Worked by the Cork, Brandon, and South Coast.					
Belfast and County Down, (Including the "Downpatrick, Killough, and Ardglass.")	5 3	80	17,639	23,072	8,857	21,523
Castleblayney, Keady and Armagh.	Worked by the Great Northern (Ireland).					
City of Dublin Junction.	Worked by the Dublin and South Eastern.					
Clonsilla Extension.	Worked by the Cork, Brandon, and South Coast.					
Cork and Macroom Direct.	5 3	25	2,288	2,686	646	3,260
Cork, Brandon, and South Coast, (Including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," and "Clonsilla Extension.")	5 3	90	12,718	18,107	4,798	14,138
Cork, Blackrock, and Passage.	3 6	16	1,208	1,188	306	3,500
County Donegal Railways Joint Committee, (Including the "Strahane and Letterkenny.")	3 6	111	7,073	8,835	1,324	7,078
Dublin and Kingstown.	Lensed to the Dublin and South Eastern.					
Dublin and South Eastern, (Including the "City of Dublin Junction," "Dublin and Kingstown," "New Ross and Waterford Extension" and "Wicklow Tram- ways.")	5 3	161	38,919	45,338	13,125	53,771
Dundalk, Newry, and Greenock.	5 3	26	4,555	3,833	514	8,872
Great Northern of Ireland, (Including the "Castleblayney, Keady and Armagh.")	5 3	90	149,178	137,114	38,948	154,749
Great Southern and Western of Ireland, (Including the "Ashenny and Treen Extension to Cheremorris," "Cheremorris and Swinford," "Cellooney and Swinford," "Meedford and Kinnara," "Rilloaghin and Valentia," "Southern," "Tralee and Fintona" and the "Fishguard and Rosslare Railways and Harbour Company's lines in Ireland.")	5 3	1,121	214,514	261,065	71,966	297,573

ROLLING STOCK OF IRISH RAILWAYS IN 1910.

EXCEPT WHERE OTHERWISE STATED.

EXPENDITURE.										NAME OF COMPANY
General Charges.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Charities, and other Institutions or Associations not under the direct control of the Company and not for the exclusive benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Act, 1897 and 1906.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure (not included in the foregoing).	
£	£	£	£	£	£	£	£	£	£	
10	31	—	—	53	25	1	—	—	12	Ballycastle.
										Bantry Extension.
640	3,374	—	29	371	9	63	63	1,377	12,183	Belmont and County Down.
										Castletown, Keady and Armagh.
										Cliff of Dublin Junction.
										Clonsilla Extension.
1,088	707	—	—	61	—	9	11	—	—	Cork and Macroom Direct.
1,505	1,422	—	28	276	137	73	178	—	1,617	Cork, Brandon, and South Coast.
1,321	484	—	4	28	—	4	14	(a) 6,258	(b) 406	Cork, Blackrock, and Passage.
1,322	766	—	—	141	14	17	9	—	205	County Donegal Railways Joint Committee.
										Dublin and Kingstown.
15,350	10,665	—	48	373	1,003	423	1,409	—	1,973	Dublin and South Eastern.
30	333	—	19	111	—	281	705	—	6,945	Dundalk, Newry, and Greenore.
15,503	17,208	—	183	1,631	3,688	2,090	1,811	—	24,190	Great Northern of Ireland.
1,118	43,323	—	(c) 780	3,461	28,394	4,763	6,419	(d) 2,375	1,003	Great Southern and Western of Ireland.

(continued on next page.)

(a) Including £788 for Hire of Waggoners.

(b) Including £316 for Hire Purchase of Rolling Stock.

(c) Including half a subscription of 25 £s. by the Fishguard and Rosslare Railways and Harbour Company.

(d) Cost of Queenstown Tenders.

Table XI.—(continued).—Showing WORKING EXPENDITURE

YEAR ENDED 31ST DECEMBER 1910.

NAME OF COMPANY.	TOTAL WORKING EXPENDITURE	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, Table X.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.
	£	£	£	
Ballycastle, ...	4,231	5,011	1,280	78
<i>Bantry Extension, ...</i>	<i>Worked by the "Cork, Brandon, and South Coast."</i>			
Belfast and County Down. (Including the "Downpatrick, Killough, and Ardglass.")	100,327	171,810	70,483	30
<i>Castletown, Keady and Armagh, ...</i>	<i>Worked by the Great Northern (Ireland).</i>			
<i>City of Dublin Junction, ...</i>	<i>Worked by the Dublin and South Eastern.</i>			
<i>Clonsilla Extension, ...</i>	<i>Worked by the Cork, Brandon, and South Coast.</i>			
Cork and Macroom Direct, ...	11,129	36,177	9,018	36
Cork, Brandon, and South Coast. (Including the "Baltimore and Shillbreen," "Bantry Extension," "Bantry Bay Extension," and "Clonsilla Extension.")	36,389	98,723	42,334	31
Cork, Blackrock, and Passage, ...	16,674	22,527	5,653	73
County Donegal Railways Joint Committee. (Including the "Strabane and Letterkenny.")	27,739	36,692	8,954	74
<i>Dublin and Kingstown, ...</i>	<i>Lensed to the Dublin and South Eastern.</i>			
Dublin and South Eastern. (Including the "City of Dublin Junction," "Dublin and Kingstown," "New Ross and Waterford Extension," and "Wicklow Tram- ways.")	108,737	290,211	121,054	28
Dundalk, Newry, and Greenore, ...	23,203	24,368	315	96
Great Northern of Ireland, (Including the "Castletown, Keady, and Armagh.")	643,020	1,006,565	452,224	39
Great Southern and Western of Ireland, (Including the "Athenry and Tadm Extension to Claremorris," "Claremorris and Swinford," "Collooney and Swinford," "Hendford and Kenmare," "Killoggin and Valentia," "Southern," "Tralee and Fenit," and the "Fishguard and Rosslare Railways and Harbours Company's lines in Ireland.")	900,386	1,526,000	625,613	60

SET RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1910.

EXCEPT WHERE OTHERWISE STATED.

ROLLING STOCK on 31st December, 1910.								NAME OF COMPANY.
CARRIAGES, WAGGONS, TRUCKS, &c.								
Locomotives.	RAIL MOTOR CARRIAGES.		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway, not included in the preceding columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.	
	Steam.	Electric.						
No.	No.	No.	No.	No.	No.	No.	No.	
1	—	—	19	5	20	—	74	Ballycastle.
								Bantry Extension.
36	3	—	153	19	635	34	537	Belfast and County Down.
								Castledergney, Keady and Armagh.
								City of Dublin Junction.
								Clonsilla Extension.
1	—	—	25	2	105	3	135	Cork and Macroom Direct.
21	—	—	44	28	412	15	496	Cork, Brandon, and South Coast.
4	—	—	28	—	28	—	56	Cork, Blackrock, and Passage.
13	—	—	55	11	286	18	371	County Donegal Railways Joint Committee.
								Dublin and Kingsdown.
81	—	—	224	72	970	17	1,283	Dublin and South Eastern.
4	—	—	12	11	109	7	229	Dundalk, Newry, and Greenore.
161	7	—	(a) 360	363	4,339	207	5,765	Great Northern of Ireland.
323	1	—	519	362	6,920	382	8,184	Great Southern and Western of Ireland.

(a) Including 11 Electric Tram Cars.

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Table XI.—(continued)—Showing WORKING EXPENDITURE, NET

YEAR ENDED 31st DECEMBER, 1914

NAME OF COMPANY.	Gauge of Line.	Length of Line in Miles open on 31st December, 1910.	WORKING			
			Maintenance Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coupling and Merchandise).
	Ft. in.	Miles.	£	£	£	£
<i>Lettorkenny.</i>	<i>Worked by the Londonderry and Lough Swilly.</i>					
<i>Listowel and Ballyhanlon.</i>	(a)	9	718	890	241	367
<i>Londonderry and Lough Swilly, (including the "Barrington Extension," "Carn-dough Extension," and "Lettorkenny.")</i>	3 0	99	6,134	20,340	1,225	6,820
<i>Midland Great Western of Ireland, (including the "Achill Extension," "Ballina and Kesh," "Ballinrobe and Clonmorris," "Galway and Oughter," "Longhore and Attymon," and "Westport and Malinbeg.")</i>	5 3	338	85,683	122,468	26,367	91,292
<i>Midland (Irish Section), Northern Counties Section.</i>	5 3 3 0	201 48	51,584	78,022	22,347	62,232
<i>Londonderry and Strabane Section.</i>	3 0	14				
<i>Sligo, Leitrim, and Northern Counties.</i>	5 3	48	5,928	4,372	2,381	3,322
<i>Southern.</i>	<i>Worked by the Great Southern and Western.</i>					
<i>Strabane and Lettorkenny.</i>	<i>Worked by the County Down and Rathfriland Joint Committee.</i>					
<i>Tralee and Fermoy.</i>	<i>Worked by the Great Southern and Western.</i>					
<i>Waterford and Tramore.</i>	5 3	7	618	1,125	301	750
<i>Waterford and Wexford Line.</i>	<i>Worked by the Great Southern and Western.</i>					
<i>Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.</i>						
TOTAL.	—	3,170	908,871	788,435	192,780	632,129

(a) The Listowel and Ballyhanlon Line is constructed with a single elevated rail.

RECEIPTS, AND ROLLING STOCK OF IRISH RAILWAYS in 1910.

NOT WHERE OTHERWISE STATED.

EXPENDITURE.										NAME OF COMPANY.
Grants and Subsidies.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Churches, and other Institutions or Associations not under the direct control of the Company, and not for the exclusive benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Act, 1907 and 1908.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure (not included in the foregoing).	
£	£	£	£	£	£	£	£	£	£	
										<i>Letterkenny.</i>
19	36	—	—	22	—	—	10	—	113	Lisnawel and Ballybanion.
120	334	—	47	128	30	53	150	—	—	Londonderry and Lough Swilly.
10,425	17,092	—	314	432	209	1,508	1,389	7,997	—	Midland Great Western of Ireland.
21,025	8,685	—	50	639	2,020	361	322	—	29,794	Midland (Irish Sections).
97	438	—	2	95	67	37	6	—	1,975	Sligo, Letterim, & Northern Counties.
										<i>Southern.</i>
										<i>Strabane and Letterkenny.</i>
										<i>Trains and Freight.</i>
48	146	—	5	24	—	—	2	—	—	Waterford and Tralee.
										<i>Waterford and Wexford Line.</i>
										<i>Waterford, Dungannon and Limerick, and Fermoy and Limerick Lines.</i>
1,126	136,413	—	1,805	7,701	45,688	8,968	11,547	20,707	77,293	TOTAL.

The railways are part of the "Fishguard and Barmore" Railways and Harbours Company's Undertakings.

(continued on next page.)

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET
YEAR ENDED 31ST DECEMBER 190

NAME OF COMPANY.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, Table I.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.
	£	£	£	
<i>Lettistowna.</i>	<i>Worked by the Londonderry and Lough Swilly.</i>			
Lisoval and Ballyliscannon.	2,538	2,954	368	8
Londonderry and Lough Swilly. (Including the "Burtonport Extension" "Carn- donough Extension" and "Letterkenny.")	50,866	62,638	15,722	63
Midland Great Western of Ireland. (Including the "Achill Extension" "Ballina and Kilbain," "Ballinrobe and Claremorris," "Galway and Glenties," "Loughrea and Athyra," and "Westport and Malinbeg.")	370,688	629,663	258,377	59
Midland (Irish Sections). Northern Counties Section.	272,390	407,538	135,148	61
Londonderry and Strabane Section.				
Sligo, Leitrim, and Northern Counties.	21,004	26,771	5,167	73
<i>Southern.</i>	<i>Worked by the Great Southern and Western.</i>			
Strabane and Letterkenny.	<i>Worked by the County Donegal Railways Joint Committee.</i>			
Trales and Fowlis.	<i>Worked by the Great Southern and Western.</i>			
Waterford and Tramore.	2,639	8,182	4,513	61
Waterford and Wexford Line.	<i>Worked by the Great Southern and Western.</i>			
Waterford, Dungarvan, and Lismore, and Ferns and Lisnacrois Lines.				
TOTAL.	2,000,735	4,402,666	1,741,920	61

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1910.

EXCEPT WHERE OTHERWISE STATED.

EXCEPT WHERE OTHERWISE STATED.

ROLLING STOCK on 31st December, 1910.								NAME OF COMPANY.
Locomotives.	CARRIAGES, WAGGONS, TRUCKS, &c.							
	RAIL MOTOR CARRIAGES.		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway, not included in the preceding columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.	
	Steam.	Electric.						
No.	No.	No.	No.	No.	No.	No.	No.	
								<i>Letterkenny.</i>
3	—	—	18	—	24	2	39	Lisnaw and Ballyvaughan
10	—	—	37	12	274	8	331	Londonderry and Lough Swilly.
129	—	—	194	205	2,685	206	3,465	Midland Great Western of Ireland.
79	2	—	221	143	2,203	75	2,684	Midland (Irish Sections).
(The Locomotive power and Rolling Stock for the Londonderry and Strabane Section are supplied by the County Donegal Railways Joint Committee).								
11	—	—	19	13	199	—	231	Sligo, Leitrim, and Northern Counties
								<i>Southern.</i>
								<i>Strabane and Letterkenny.</i>
								<i>Trains and Ferries.</i>
4	—	—	17	1	9	2	29	Waterford and Tramore.
The railways are part of the Fishguard and Rosslare Railways and Harbours Company's Undertakings.								<i>Waterford and Wexford Line.</i> <i>Waterford, Dungannon, and Lisnaw, and Fermoy and Lisnaw Lines.</i>
845	12	—	1,882	1,385	20,145	978	24,250.	TOTAL.

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET

YEAR ENDED 31ST DECEMBER, 1910.

NAME OF COMPANY.	Gauge of Line.	Length of Line open on 31st December, 1910.	WORKING				
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.
LIGHT RAILWAYS AUTHORIZED UNDER							
Athlery and Tuam Extension to Claremorris.			Worked by the Great Southern and Western.				
Ballinacorney and Timoleague Junction.			See Timoleague and Courtmacsherry Extension, &c.				
Ballinacorney and Claremorris.			Worked by the Midland Great Western of Ireland.				
Beestbrook and Newry Tramway (Electric).			See below under Electric Railways.				
Carriekfergus Harbour Junction.	5 3	1	117	47	—	7	59
Cavan and Leitrim, Ltd.—Return for the year ending 31st October, 1910.	3 0	49	2,421	4,097	942	2,847	367
Clagher Valley Railway—Return for the year ending 30th September, 1910.	3 0	37	2,202	3,134	692	1,874	84
Cork and Muskerry.	3 0	12	2,162	2,273	498	1,967	65
Donsoughmore Extension.	3 0	9	675	698	130	368	168
Loughree and Altham.			Worked by the Midland Great Western of Ireland.				
Schull and Skibbereen Tramway and Light Railway (Including "Skibbereen Extension").	3 0	15	1,709	1,368	667	781	384
South Clare, Limited.			Worked by the West Clare, Limited.				
Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.	5 3	9	886	827	123	636	293
Trillick and Dingle.	3 0	37	4,324	3,651	681	2,303	582
West Clare, Limited—Return for the year ending 31st October, 1910. (Including the "South Clare," Limited.)	3 0	53	(a)5,709	(b)7,876	(c)1,888	4,487	2,293
TOTAL.	—	298	30,386	55,680	6,461	16,037	6,905
LIGHT RAILWAY WORKED							
Beestbrook and Newry Tramways.	3 0	3	160	267	231	584	545
TOTAL LIGHT RAILWAYS—IRELAND.	—	231	20,436	29,907	8,702	15,661	6,480
GRAND TOTAL—IRELAND.	—	(d)3,431	623,907	812,342	196,491	667,780	160,980

- (a) Including £1,478 for relaying road, and £468 for alterations and improvements at Lahinch Station.
 (b) Including £382 instalment on new engine. (c) Including £330 for new rolling stock.
 (d) The following statement shows the Length of Line at each Gauge open in Ireland in the year 1910:—

Gauge.	Ft. in. 5 0	Ft. in. 5 3
Length,*	Miles. 525	Miles. 2,867

- * Exclusive of the Listowel and Ballyhannon Railway, nine miles in length, constructed with a single elevated rail.

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1910.

EXCEPT WHERE OTHERWISE STATED.

EXPENDITURE.

Rolling Stock and Trains.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Churches, and other Institutions or Associations not under the direct control of the Company, and not for the exclusive benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Act, 1887 and 1896.	Compensation for Personal Injuries, &c.	Compensation for Damages and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenses (not included in the foregoing).	NAME OF COMPANY.
THE TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.*									
£	£	£	£	£	£	£	£	£	
									<i>Athlery and Tralee Extension to Clonsilla.</i>
									<i>Ballinacorney and Timoleague Junction.</i>
									<i>Ballinacorney and Clonsilla.</i>
15	—	—	—	—	—	6	—	—	<i>Beachbrook and Newry Tramway (Electric).</i>
126	—	8	—	—	—	9	—	46	<i>Carrickfergus Harbour Junction.</i>
32	—	—	—	—	14	—	—	—	<i>Ovens and Leltrim.</i>
102	—	—	—	—	9	—	—	33	<i>Clogher Valley Railway.</i>
31	—	—	—	—	—	—	—	2	<i>Cock and Muskervey.</i>
									<i>Donoughmore Extension.</i>
									<i>Loughrea and Athymen.</i>
27	—	—	17	—	—	3	—	55	<i>Schull and Skibbereen Tramway and Light Railway.</i>
									<i>South Clare, Limited.</i>
7	—	—	—	1	—	—	—	20	<i>Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.</i>
130	—	—	72	70	13	20	—	—	<i>Trillick and Dingle.</i>
351	—	46	153	—	51	120	—	49	<i>West Clare, Limited.</i>
671	—	54	242	71	87	227	—	217	TOTAL.
BY ELECTRICAL POWER.									
25	—	—	—	—	—	—	—	105	<i>Beachbrook and Newry Tramway.</i>
690	—	54	242	71	87	227	—	223	TOTAL LIGHT RAILWAYS—IRELAND.
137,200	—	1,039	7,943	45,739	9,075	11,774	20,707	77,574	GRAND TOTAL—IRELAND.

* Certain lines authorised under these Acts (such as the Dublin and Blessington Tramway) run entirely, or almost entirely, along public roads. Particulars of the capital, &c., of such lines will be found in the Return of "Street and Road Tramways and Light Railways." A subsidiary list of Light Railways which are vested in other Companies is given in Table XIII. (p. 61).

(continued on next page.)

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET

YEAR ENDED 31ST DECEMBER, 1910.

NAME OF COMPANY.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, Table I.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.
LIGHT RAILWAYS AUTHORIZED UNDER				
	£	£	£	
<i>Athlery and Tuam Extension to Clonsilla, ...</i>		<i>Worked by the Great Southern and Western.</i>		
<i>Ballinacorney and Timoleague Junction, ...</i>		<i>See Timoleague and Courtmacsherry Extension, &c.</i>		
<i>Ballerobe and Clonsilla, ...</i>		<i>Worked by the Midland Great Western of Ireland.</i>		
<i>Beestbrook and Newry Tramway (Electric), ...</i>		<i>See below under Electric Railways.</i>		
<i>Carriekfergus Harbour Junction, ...</i>	251	292	49	—
<i>Cavan and Leitrim, Ltd.—Return for the year ending 31st October, 1910, ...</i>	11,370	13,178	Deficiency, 1,808	86
<i>Clogher Valley Railway—Return for the year ending 30th September, 1910, ...</i>	8,733	9,316	583	94
<i>Cork and Muskerry, ...</i>	7,719	10,379	2,660	72
<i>Deenaghmore Extension, ...</i>	1,987	1,668	319	—
<i>Loughrea and Attomas, ...</i>		<i>Deficiency.</i>		
<i>Schull and Skibbereen Tramway and Light Railway (including "Skibbereen Extension"), ...</i>	4,781	3,211	1,570	—
<i>South Clare, Limited, ...</i>		<i>Deficiency.</i>		
<i>Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction, ...</i>	2,024	1,727	297	—
<i>Trake and Dingle, ...</i>	11,745	8,571	3,174	—
<i>West Clare, Limited—Return for the year ending 31st October, 1910 (including the "South Clare," Limited), ...</i>	22,862	21,394	Deficiency, 1,468	—
TOTAL, ...	71,928	69,741	2,187	—
LIGHT RAILWAY WORKED				
<i>Beestbrook and Newry Tramway, ...</i>	1,314	1,329	15	—
TOTAL LIGHT RAILWAYS—IRELAND, ...	73,842	71,961	1,881	—
GRAND TOTAL—IRELAND, ...	2,734,577	4,674,016	1,739,439	61

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1910.

EXCEPT WHERE OTHERWISE STATED.

ROLLING STOCK on 31st December, 1910.							NAME OF COMPANY.
Locomotives.	CARRIAGES, WAGGONS, TRUCKS, &c.						
	Rail Motor Carriages.	Carriages used for the Conveyance of Pas- sengers only.	Other Vehicles at- tached to Passenger Trains.	Waggons of all kinds used for the Convey- ance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway, not in- cluded in the preced- ing columns.	Total Number of Vehi- cles of all descriptions, exclusive of Loco- motives.	
	Steam.	Electric.					

THE TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.*

No.	No.	No.	No.	No.	No.	No.	No.	
—	—	—	—	—	—	—	—	Athlone and Team Extension to Clonsilla.
9	—	—	12	12	137	6	107	Ballinacorney and Timoleague Junction.
7	—	—	13	7	97	—	117	Ballymore and Clonsilla.
0	—	—	19	8	57	—	34	Beebrook and Newry Tramway (Electric).
1	—	—	2	1	12	—	13	Carrikerferry Harbour Junction.
4	—	—	7	4	43	2	65	Cavan and Leitrim, Ltd.
3	—	—	4	1	26	—	25	Glogher Valley Railway.
3	—	—	26	—	77	—	97	Cork and Muskerry.
11	—	—	27	7	120	13	177	Donoughmore Extension.
40	—	—	104	40	573	21	738	Loughrea and Athlone.
								Schull and Skibbereen Tramway and Light Railway.
								South Clare, Limited.
								Timoleague and Cogrimasberry Extension and Ballinacorney and Timoleague Junction.
								Trillick and Dingle.
								West Clare, Limited.
								TOTAL.

BY ELECTRICAL POWER.

—	—	2	1	2	17	—	22	Beebrook and Newry Tramway.
49	—	2	105	62	596	21	750	TOTAL LIGHT RAILWAYS—IRE- LAND.
891	13	2	2,037	1,227	20,732	900	25,010	GRAND TOTAL—IRELAND.

* See note (*) page 57.

Table XII.—Showing the EQUIVALENT NUMBER OF ANNUAL TICKETS issued from IRISH RAILWAYS, and the RECEIPTS therefrom in 1910.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
Ballyvaughan.	—	2	10	12	£ 1	£ 13	£ 47	£ 61
Belfast and County Down.	592	2,172	—	2,764	5,354	14,192	—	19,546
Cork and Macroom District.	28	—	33	61	8	25	—	33
Cork, Brandon, and South Coast. (Including leased and worked lines, for names of which see p. 38).	—	—	151	151	—	—	1,822	1,822
Cork, Blackrock, and Passage.	175	—	366	541	921	—	1,191	2,112
County Down and Joint Committee. (Including leased and worked lines, for names of which see p. 38).	1	1	15	17	3	13	62	78
Dublin and South Eastern. (Including leased and worked lines, for names of which see p. 38).	448	283	325	1,056	5,119	7,327	2,274	14,720
Dundalk, Newry, and Greenore.	1	3	12	16	2	14	60	76
Great Northern of Ireland. (Including leased and worked lines, for names of which see p. 38).	361	1,414	476	2,251	3,621	16,538	4,871	25,030
Great Southern and Western of Ireland. (Including leased and worked lines, for names of which see p. 38).	176	372	471	1,019	2,338	4,919	5,430	12,707
Lisowel and Ballyvaughan.	1	—	3	4	18	—	25	43
Londonderry and Lough Swilly. (Including leased and worked lines, for names of which see p. 38).	12	22	91	125	103	129	387	619
Midland Great Western of Ireland. (Including leased and worked lines, for names of which see p. 38).	48	225	69	342	961	2,287	829	3,777
Midland (Irish Sections). Sligo, Leitrim, and Northern Counties. Waterford and Tramore.	191	349	1,325	1,865	2,642	2,481	7,566	12,689
	9	15	39	63	27	43	87	157
	64	—	23	87	451	—	172	623
TOTAL.	2,994	5,671	3,375	11,140	21,333	41,976	24,290	87,619
LIGHT RAILWAYS.								
Beestbrook and Newry Tramway.	See below under Railways worked by Electrical Power.							
Cavan and Leitrim, Limited.	7	—	20	27	26	—	53	79
Clogher Valley Railway.	1	—	6	7	36	—	9	45
Cork and Muskerry.	12	—	66	78	82	—	175	257
Donoughmore Extension.	—	—	9	9	—	—	19	19
Schull and Skibbereen Tramway and Light Railway.	—	—	9	9	—	—	31	31
Timoleague and Courtmacsherry Extension, and Balliniscorthy and Timoleague Junction.	No Season Tickets issued.							
Trillick and Dingle.	3	—	25	28	15	—	34	49
West Clare, Limited (including the South Clare, Limited).	8	—	13	21	85	—	61	146
LIGHT RAILWAY WORKED BY ELECTRICAL POWER.								
Beestbrook and Newry Tramway.	—	12	—	12	—	17	—	17
TOTAL IRELAND.	2,125	5,683	3,397	11,215	21,613	41,993	24,363	87,969

Table XIII.

RAILWAYS AUTHORISED UNDER THE LIGHT RAILWAYS (IRELAND) ACT, 1889, THE RAILWAYS (IRELAND) ACT, 1890, THE TRANSFER OF RAILWAYS (IRELAND) ACT, 1890, THE LIGHT RAILWAYS (IRELAND) ACT, 1893, AND THE RAILWAYS (IRELAND) ACT, 1896.

LENGTH of RAILWAYS authorised at 31st December, 1910, under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, the Light Railways (Ireland) Act, 1893, and the Railways (Ireland) Act, 1896; also the names of the Companies by which such lines are worked, or are to be worked.

Name of Railway.	Length of Line.	Working Railway Company.
	Miles.	
Achill Extension, ...	8½	Midland Great Western of Ireland.
Ballina and Killala, . . .	8	Midland Great Western of Ireland.
Baltimore and Skibbereen, . .	7½	Cork, Bandon, and South Coast.
Bantry Bay Extension, . . .	2	Cork, Bandon, and South Coast.
Buncrana and Carndonagh, . .	18½	Londonderry and Lough Swilly.
Claremorris and Swineford, . .	17½	Great Southern & Western of Ireland.
Collooney and Swineford, . . .	29½	Great Southern & Western of Ireland.
Donegal and Killybegs, . . .	19	County Donegal Railways Joint Committee.*
Downpatrick, Killough, & Ardglass,	8	Belfast and County Down.
Galway and Clifden, ...	49	Midland Great Western of Ireland.
Headford and Kenmare, . . .	19½	Great Southern & Western of Ireland.
Filloglin and Valentia, . . .	26½	Great Southern & Western of Ireland.
Letterkenny and Burtonport, . .	49½	Londonderry and Lough Swilly.
Stranorlar and Glenties, . . .	24½	County Donegal Railways Joint Committee.*
Westport and Mallaranny, . . .	18	Midland Great Western of Ireland.

* Joint Committee of Great Northern (Ireland) and Midland Railways.

SHIPPING.

It appears from the following Table (XIV.), that of vessels in foreign trade* which were *entered* in the Ports of Ireland during the ten years 1900-1909, the highest tonnage was 1,630,289 in 1908 and the lowest 1,142,713 in 1900. The average tonnage of vessels in foreign trade entered in the Ports of Ireland during the decade 1900-1909 was £1,349,848; the tonnage entered in 1910 was 1,724,403, being 125,085 over that for the year 1909, and 374,555, or 27·7 per cent. more than the yearly average for the ten years 1900-1909. The average tonnage of vessels in the coasting trade entered in the Ports of Ireland during the decade 1900-1909, was 5,768,918; the tonnage entered in 1910 was 6,095,543, being 94,119 above that for the year 1909, and 326,625, or 5·7 per cent more than the yearly average for the ten years 1900-1909.

The average tonnage of vessels in the foreign trade* *cleared* † during the ten years 1900-1909 was 587,012; the tonnage cleared† in 1910 was 898,310, being 311,298 or 53·0 per cent., over the average, and 27,909 below the tonnage for 1909. The average tonnage of vessels in the coasting trade cleared during the ten years 1900-1909 was 4,560,534; in 1910 the tonnage was 4,758,001, being 197,467 or 4·3 per cent., more than the average for the decade 1900-1909, and 19,377 above the tonnage for 1909.

Table XV., on page 64, shows, for each of the Ports in Ireland, the number and tonnage of vessels entered and cleared during the year 1910.

* Some of the vessels only partially discharged or loaded their cargoes.
See Table XV.

† See note (*) on page 63.

Table XIV.—Showing, for each of the Years 1900-1910, the Tonnage of Vessels Entered and Cleared in the Ports of Ireland; and the Averages for the Ten Years 1900-1909.

YEARS	Entrance						Clearance					
	Foreign Trade (with Foreign Ports)			Coasting Trade (with Coastal Ports)			Foreign Trade (with Foreign Ports)			Coasting Trade (with Coastal Ports)		
	Tonnage	Increase	Decrease	Tonnage	Increase	Decrease	Tonnage	Increase	Decrease	Tonnage	Increase	Decrease
1900	1,112,312	—	45,222	5,495,595	—	297,965	551,215	59,600	—	4,407,405	—	33,028
1901	1,189,087	76,775	—	5,472,607	7,112	—	494,120	—	92,975	4,796,153	—	208,652
1902	1,212,771	23,684	—	5,294,273	161,716	—	436,713	—	52,597	4,369,080	57,977	—
1903	1,247,804	35,033	—	5,255,950	61,677	—	450,428	13,715	—	4,309,572	—	69,518
1904	1,317,255	—	69,451	5,749,960	494,010	—	408,370	—	11,942	4,898,333	588,761	—
1905	1,771,307	—	454,052	5,554,562	80,602	—	478,496	70,126	—	4,866,671	768,338	—
1906	1,344,750	—	426,557	5,022,962	567,626	—	437,505	—	40,991	4,442,307	575,636	—
1907	1,745,170	399,420	—	5,708,480	—	685,518	554,316	116,811	—	4,719,623	—	267,314
1908	1,639,280	194,110	—	5,000,977	8,547	—	518,040	73,724	—	4,754,399	—	34,776
1909	1,595,378	—	44,902	5,061,674	70,697	—	509,319	—	9,271	4,758,054	3,655	—
Average, 1900-1909	1,249,847	—	—	5,719,878	—	—	521,502	—	—	4,658,094	—	—
		Increase compared with Average, 1900-1909			Increase compared with Average, 1900-1909			Increase compared with Average, 1900-1909			Increase compared with Average, 1900-1909	
1910	1,734,493	484,646	—	5,008,348	288,470	—	505,579	38,077	—	4,775,600	117,506	—

* Vessels to Foreign Ports (leaving the Ports of Ireland) in Arrival (unless loaded above have been taken on board) 1910-1911. Other Ports in the United Kingdom are not charged.

Table XV.—A Return showing the Number and Tonnage of Vessels Entered and Cleared at the Ports of Ireland, together with the Number and Tonnage of such Vessels which only partially Discharged or Loaded their Cargoes during the Year ended 31st December, 1910.

NAME OF PORT.	ARRIVAL AND DEPARTURE OF VESSELS ENTERED AND CLEARED								UNDISCHARGED CARGOES OF VESSELS WHICH ONLY PARTIALLY DISCHARGED OR LOADED THEIR CARGOES (OF WHICH TRADE ONLY.)			
	ENTERED.				CLEARED.				Imports.		Exports.	
	Foreign Trade (with Cargoes and No. Ballast).		Coasting Trade (with Cargoes only).		Foreign Trade (with Cargoes and No. Ballast).		Coasting Trade (with Cargoes only).		No.	Tonn.	No.	Tonn.
Belfast, ...	497	543,558	4,770	2,164,443	581	127,780	6,773	1,771,262	267	223,499	70	124,256
Cork, ...	197	254,043	2,884	881,231	87	126,970	1,438	253,744	77	81,458	1	2,262
Galway, ...	12	598	257	23,811	16	1,664	58	44,343	1	549	—	—
Trillick, ...	40	13,779	260	21,879	9	9,021	42	15,098	88	80,842	1	34
Dublin, ...	123	343,856	6,377	1,433,813	187	53,726	2,847	1,050,718	258	187,284	81	61,923
Drogheda, ...	10	4,349	554	33,387	8	473	283	47,845	—	—	—	—
Galway, ...	13	2,178	187	26,280	8	3,680	55	15,266	1	124	—	—
Sligo, ...	30	28,037	451	81,553	7	2,519	268	41,094	6	3,669	1	181
Wexford, ...	7	1,194	352	61,940	1	549	275	26,418	—	—	—	—
Limerick, ...	85	87,671	178	36,588	19	188,113	248	57,038	26	6,256	4	1,666
Londonderry, ...	19	38,788	1,472	284,776	6	10,009	750	240,449	8	11,220	—	—
Coleraine, ...	4	745	487	34,181	—	—	361	86,527	—	—	—	—
Serry, ...	6	11,470	1,582	85,181	2	718	158	174,712	1	1,868	—	—
Dundalk, ...	3	2,820	797	62,616	1	775	380	65,140	—	—	—	—
Waterford, ...	46	26,337	1,667	258,454	22	4,356	1,029	222,248	6	13,146	—	—
Wexford, ...	2	304	1,142	264,526	—	—	585	280,846	—	—	—	—
New Ross, ...	3	768	122	9,378	9	896	64	7,265	—	—	—	—
Total, ...	1,276	1,704,682	37,138	4,666,943	813	386,219	12,136	6,708,361	587	571,580	143	158,265

* Statistics of Coasting trade not available for these columns.

In conclusion, I beg to state that the Department are much indebted to the Authorities of the various Joint Stock Banks of Ireland, and of the Post Office Savings Banks Department, the Comptroller-General of the National Debt Office; the Governor of the Bank of Ireland; the Chairmen and Directors of the several Railway Companies, the Board of Trade, and the Board of Customs for the valuable information which they afforded in connection with the compilation of the Statistics in this Report.

I have the honour to be,

SIR,

Your obedient Servant,

THOMAS BUTLER,

*Superintendent of Statistics and
Intelligence Branch.*

DEPARTMENT OF AGRICULTURE
AND TECHNICAL INSTRUCTION FOR IRELAND,
UPPER MERRION STREET,
DUBLIN, 16th October, 1911.

DUBLIN CASTLE,

20th October, 1911.

SIR,

I have to acknowledge the receipt of your letter of the 18th instant (G. 3976-11), forwarding, for submission to His Excellency the Lord Lieutenant, a Report on the Banking, Railway, and Shipping Statistics of Ireland, for the half-year ended 30th June, 1911.

I am,

SIR,

Your obedient Servant,

J. B. DOUGHERTY.

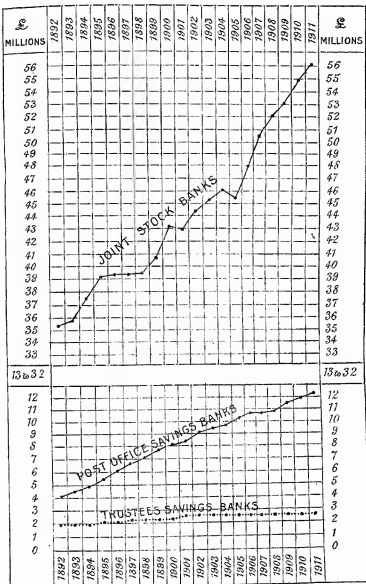
THE SECRETARY,

DEPARTMENT OF AGRICULTURE AND

TECHNICAL INSTRUCTION,

UPPER MERRION STREET, DUBLIN.

Diagram A.—Showing Deposits and Cash Balances in Joint Stock Banks and Amounts of Deposits in Post Office and Trustees Savings Banks in Ireland in June of each year for the period 1892-1911.



WEEKLY CROP PRODUCTION OF POTATOES BY EACH OF THE 2600 IN WEEKS OF 1940 AND 1941 IN THOUSANDS OF POUNDS.

